# AN EXPERIMENTAL STUDY OF GEOMETRICAL EFFECTS ON THE DRAG AND FLOW FIELD OF 3-D NONCIRCULAR CYLINDERS SEPARATED BY A GAP

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DEPARTMENT OF AEROSPACE ENGINEERING

INDIAN INSTITUTE OF TECHNOLOGY KANPUR

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# AN EXPERIMENTAL STUDY OF GEOMETRICAL EFFECTS ON THE DRAG AND FLOW FIELD OF 3-D NONCIRCULAR CYLINDERS SEPARATED BY A GAP

#### A THESIS

submitted in partial fulfillment of the requirements for the award of the degree of

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BY
KHALID MUSLEH SOWOUD

to the
DEPARTMENT OF AEROSPACE ENGINEERING
INDIAN INSTITUTE OF TECHNOLOGY
Kanpur-208016
May, 1992

Dedicated To ...

MY PARENTS, WIFE, DAUGHTER

AND

TO ALL MY TEACHERS AND LOVE

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#### CERTIFICATE



This is to certify that the thesis entitled "An Experimental Study of Geometrical Effects on the Drag and Flow Field of Three-Dimensional Non circular Cylinders Separated by a gap", is a record of the work carried out by Mr KHALID M. AL-MERSUMEY under my supervision and that it has not been submitted elsewhere for awarding a degree.

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AL-MERSUMEY

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#### **ABSTRACT**

The present work describes an experimental investigation on the effects of various D-shapes and square-plates, placed coaxially as front body upstream of the square flat-faced, sharp-windward corners and rounded back rear body. Remarkable decrease in the drag of such a system was observed for certain combinations of the basic geometrical parameters, namely the width  $b_1/b_2$  and gap  $g/b_2$  ratios .

The experimental investigation was carried out for three-dimensional flow, with Reynolds number based on the width  $(b_2)$  in the range  $1.0-1.8\times10^5$ , the front body width  $b_1/b_2$  and gap  $g/b_2$  were varied between 0.25 to 1.0 and 0.25 to 2.25, respectively.

The results for rear body alone and rear body with two front bodies configurations are presented. The first configuration studied was the rear body alone with  $b_2=100\,$  mm (square cross-section, sharp-windward corners and with rounded back). Its drag coefficient showed only a small variation with Reynolds numbers;  $C_{D_0}=1.42$  at  $Re=1.8\times10^5$ ,  $C_{D_0}=1.39$  at  $Re=1.4\times10^5$  and  $C_{D_0}=1.28$  at  $Re=1\times10^5$ .

The second configuration studied was rear body with D-shape front body. The results show that, a D-shape front body of proper dimensions placed at a certain distance from the rear body can result in drastic reduction of drag of the combination. In the present investigation, the following geometry of the front body

and gap ratio was found to be optimum;  $b_1^*/b_2 = 0.75$ , 0.37 and 0.25 the corresponding optimum gap ratio are  $g^*/b_2 = 0.25$ , 0.75 and 0.50, respectively. These combinations at subcritical Reynolds number  $10^5$  resulted in total drag reduction up to 42, 67 and 70 percent lower than that of rear body alone, respectively. For the same combination  $(b_1^*/b_2)$  and  $g^*/b_2$ , the drag reduction at Re = 1.4 x  $10^5$  are 61, 55 and 58 percent and at Re = 1.8 x  $10^5$  are 70, 67 and 66 percent, respectively.

The third configuration studied was rear body with square-plate front body. The results show that the optimum combination for rear body with square-plate shaped front body occurs at;  $b_1^*/b_2 = 0.75$ , 0.625 and 0.37 at an optimum gap ratio  $g^*/b_2 = 0.50$ , 0.25 and 0.50 respectively, whose total drag is up to 67, 48 and 61 percent lower than that of the near body alone, respectively, at subcritical Reynolds number Re = 1 x  $10^5$ . The drag for the same combination at Re = 1.4 x  $10^5$  are 73, 58 and 57 and for Re = 1.8 x  $10^5$  are 80, 72 and 70 percent lower than that of the rear body alone, respectively. The drag reduction for other tested geometries (rear body with D-shape or square-plate front bodies) are in the range of 10 to 30 percent.

Although pressure distribution for all the possible cases have been examined, the pressure distribution curves are presented only for the optimum combinations and compared with the pressure distribution for low and high gap ratios. Drag regimes based on optimum flows are classified onto low, medium and high-drag regimes for both D-shape and square-shape front bodies.

#### NOMENCLATURE

D Drag force; 
$$D = \frac{1}{2} \rho V_{\infty}^2 S C_D$$

$$C_D$$
 Drag Coefficient;  $C_D = \frac{D}{1/2 \rho V_m^2 S}$ 

$$C_p$$
 Pressure coefficients;  $C_p = \frac{p - p_{\infty}}{1/2 \rho V_{\infty}^2}$ 

$$q_{\infty}$$
 Free stream dynamic pressure;  $q_{\infty} = \frac{1}{2} \rho V_{\infty}^2$ 

S Rear body cross-sectional area; 
$$S = b_2 \times b_2$$

- $\mathbf{F}_1, \mathbf{F}_2$  Upper and Lower rear body wind ward face; used for defining position on pressure distribution curves respectively
- p Local static pressure on rear body
- p Static pressure in free stream
- b<sub>1</sub>,b<sub>2</sub> Width of front body and rear body, respectively
- b<sub>1</sub>\*/b<sub>2</sub> Optimum front body to rear body width ratio

g Gap between front body and face of rear body

 $g^*/b_2$  Optimum gap ratio for a given  $b_1^*/b_2$ 

 $C_D^*$  Optimum drag coefficient for a given  $b_1^*/b_2$  and  $g^*/b_2$ 

 $C_{\mathrm{D}_{\perp}}$  Drag coefficient of rear body alone

Cn Drag coefficient of the combination of rear body + front body

Re Reynolds number;  $Re = \frac{V_{\infty} d_2}{V_{\infty}}$ 

Angle measured clockwise to a given point on the model surface from the stream direction

ν Kinematic viscosity of air

ρ Density of air

#### Subscript

- ∞ Free stream
- \* Optimum case

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#### CHAPTER - 1

#### INTRODUCTION

#### 1.1 Introduction

The subject of drag reduction is an interesting practical problem with wide range of application, and has always attracted the attention of aerodynamicist. This problem has assumed greater importance in recent years on account of escalating cost of the energy. For example, by reducing the total drag of the airplane, we may use smaller propulsion engine, and at the same time we can go farther for the same amount of fuel .

When any body is placed in a fluid stream, a force is exerted on the body which may be inclined to flow direction. This force owes its existence to viscosity of fluid and the pressure distribution over the body surface. The component of this force parallel to direction of flow is called 'Resistance or Drag force'.

Drag force can be divided into many types; pressure, friction, induced, wave, form and profile drag, each type contributing to the total drag force. Attention to pressure drag has been given in the present work.

The drag force in subsonic aerodynamics is generally recognized to be made up of contributions from the action of viscosity at the surface, termed "friction drag" and the stream wise component of the pressure distribution on the body, termed

the "pressure drag". The drag of the slender bodies in the stream wise direction, such as airplane wing or fuselage, is mostly made up of friction drag. As bodies become thicker in the direction normal to the fluid stream, the contribution from pressure drag increases. At a certain thickness (relative to depth) the flow gets separated and such a body would generally be called a bluff body, the drag of which would be almost entirely due to pressure drag. Pressure drag is relatively very much greater than friction drag.

Pressure drag results from the distribution of forces normal to the body surface, this normal pressure drag may itself be considered as the sum of several distinct components, i.e:

- (a) Boundary layer normal-pressure drag, or boundary layer pressure drag (form drag).
- (b) Trailing vortex drag, or vortex drag (induced drag).
- (c) Wave drag (only for supersonic flow).

Pressure drag caused by boundary-layer separation is treated here in detail.

Most of the time we would like to have the drag as small as possible, but not always. Expenditure of power is required to overcome the drag of a body in one way or another.

There are many methods by which the pressure drag may be reduced, for the case of unstreamlined body shapes like rectangular and square cylinders; firstly, by rounding the edge of the front face of the body, as show in Fig. 2, secondly, by fixing a hemispherical fore body, thirdly, by fixing a strakes to the

front face and finally by shielding the front face by placing front body coaxially up stream of it.

a

A simple example of interfering flow over two bluff-bodies is that in which one body is far downstream in the wake of another one. In this case, the drag of the downstream body is reduced owing to the reduced dynamic pressure in the wake in which it is immersed, while the drag of the first body is unaffected. This may be called a weak interaction. When downstream body is brought close to the base of the first one, the drag of the former may be significantly reduced. In addition, the drag of the first body may be strongly affected, this would be a strong interaction. There are many practical problems in which one bluff body is shielded by another one.

In present study, there is a particular technique of reducing the drag coefficient of sharp-edged, square cross-section with rounded back bluff body. Systematic drag force measurements have been carried out for two front body configurations ( square cross-section plate and D-shape front bodies) at various width ratios  $b_1/b_2$ , gap ratios  $g/b_2$ , at three different speeds (low-speed,3-D, closed-circuit wind-tunnel). Remarkable decrease of the drag coefficient of such a system was observed for certain combinations of the basic geometrical parameters, namely  $b_1/b_2$  and  $g/b_2$ .

#### 1.2 Review on Flow Pattern, Wake and Drag of Bluff Bodies

It is customary to decompose the total drag force into two parts; pressure drag and skin friction drag, represented by force coefficients  $\mathbf{C}_{\mathbf{D}}$  and  $\mathbf{C}_{\mathbf{F}}$ , respectively. The ratio of these two forces may be taken as a convenient criterion to decide whether a body is streamlined or bluff (Ref.5):

when 
$$\frac{C_D}{C_F}$$
 < 1.0 'the body is streamlined'

when 
$$\frac{C_D}{C_F} >> 1.0$$
 'the body is bluff'

At high enough Reynolds numbers, many bodies of interest are (according to this definition) bluff bodies, i.e their pressure drag is much larger than the friction drag. Therefore, in present investigation we consider the skin friction forming only a small and insignificant part of the total drag. At subcritical Reynolds numbers, the flow over bluff bodies is characterized by a large wake and periodic, alternate vortex shedding. The separated shear layers feed vorticity to these alternating vortices that are continuously shed downstream. With this flow pattern, the pressure drag coefficient assumes very large values and often exceeds the flat plate drag coefficient of 2.0 (Ref.9). This fact is particularly true for non circular cross sections with sharp corners bluff bodies.

As Reynolds number increases beyond the critical value, transition occurs in the separated shear layer and the flow reattaches to the body as turbulent layer.

A two dimensional bluff body in a stream of low subsonic speed generates a wake in the from of Karman street, a regular array of vortices with circulation of alternate sign. This vortex wake is known to be associated with a large drag force on the body, and only device (such as a splitter plate placed in the near-wake) that causes the vortices to form further away from the body gives a reduction of drag.

Some three-dimensional bodies generate wakes in which there is noticeable periodicity, indicating some regular pattern of vortex shedding, but for axi-symmetric bodies any regular vortex shedding is only a minor feature of the flow. Correspondingly, the drag coefficient of axi-symmetric bluff bodies, based on their frontal areas, are usually considerably smaller than those of the related two-dimensional bodies as shown in the Fig 1. For example, at Reynolds number 10<sup>6</sup> the drag coefficient of a long circular cylinder with its axis normal to the stream is about 0.35, whereas that of a sphere is only about 0.1, Ref. (2).

The two major contributions toward a theoretical understanding of the flow past bluff bodies are the well-known ones of Kirchhoff and Karman. These attack two aspects of the problem that must be understood, namely, the potential flow in the vicinity of the cylinder and the wake further downstream.

In the free-stream line theory developed by Kirchhoff, the free shear layers which are known to separate from bluff bodies are idealized by surfaces (streamlines) of velocity discontinuity. These free streamlines divide the flow into a wake and an outer potential field. Kirchhoff's theory, however, considerably underestimates the drag, and the failure is easily traced to the assumption which is made about the velocity on the free streamline.

Karman, in his famous theory of the vortex street, attacked the problem by way of another characteristic feature of flow past bluff bodies, that is, the phenomenon of periodic vortex shedding. The theory is incomplete in that it cannot by itself relate the vortex-street dimensions and velocities to the cylinder dimension and free-stream velocity, (Ref. 10).

The pressure distribution over a bluff bodies ( disk, sphere, cylinder....etc ) surface is not uniform and there always are regions of both high and low pressure. The high pressure regions are near stagnation point and on most concave surfaces, while the low-pressure regions are along and near convex surfaces and corners. The pressure distribution on the surfaces of several bluff bodies in a real flow exhibiting different pressure patterns. These pressure coefficient patterns all have one common feature-they may be divided in to two regions; a positive one and a negative one. These contributes to the overall bluff body pressure drag coefficient.

A flow approaching a bluff body is decelerated in the region of the stagnation point, accelerated in the boundary layer on the blunt surface, and separates near the sharp front edge of the body forming a separation bubble or an open separation region according to the length of the body in the main-stream direction. Since the separation bubble and the open separation region increase the total drag coefficient of a bluff body, it is necessary to control them.

There are many ways by which the pressure drag can be reduced, all of which have in common that the separation bubble or the wake zone due to open separation regime at the sharp-corners is reduced or even eliminated. Some of the commonly employ techniques are:

- (1). A popular method, by simply rounding its edge. or corners, sufficiently as shown in Fig. 2 Horner, (Ref.2). The maximum reduction achieved by corner-rounding technique appear to be limited to 50% (Ref.2).
- (2). By fixing strakes to the front face, the effect of strakes on the cross flow drag coefficient of a typical noncircular cylinder at subcritical Reynolds numbers, it is limited by strake height and, more particularly, its location on the windward face, has a strong influence on the flow pattern, base drag coefficient. Substantial drag reduction of the order of 80% are found to be possible by this technique (Ref. 9).

- (3). By shielding the body front face by placing a front body coaxially upstream. This shielding effect is brought about by the interaction of two bluff bodies. Koenig and Roshko (Ref.1) they study the shielding effect of two bluff bodies (disk placed coaxially upstream of circular cylinder) separated by a gap. They distinguish two cases; 1) If one body is far downstream in the wake of another one, the drag of the downstream body is reduced owing to the reduced dynamic pressure in the wake in which it is immersed, while the drag of the first body is unaffected, this may called a wake interaction, and 2) When the downstream body is brought close to the base of the first one, the drag of the former may be significantly reduced.
- (4). the drag is reduced by tandem arrangement, placing two or more bluff bodies in tandem for purpose of drag reduction is known to led. Morel and John (Ref.4) investigated the interaction of two disks placed normal to the flow direction. For the single disk (diameter  $d_2$ ) the drag coefficient is 1.15. If a second disk with a diameter 0.8 $d_2$  and gap ratio  $g/d_2 = 0.54$  is placed ahead of the first disk, the drag coefficient reduces to a value 0.21 (81% drag reduction).

#### 1.3 Review of Literature

Reviewing the previous studies on drag reduction may be of great benefit for the present study. There is large amount of information available in literature on this topic, they are restricted to two-dimensional and axi-symmetric shapes. But only very little information is available for three-dimensional and non-axisymmetric bluff bodies, especially for square cross-section, this may be due to the fact that, the three-dimensional flow around a bluff-body is complicated, vorticity shed from the body has components in all three direction, and sometime causing a periodic structure to be set up.

The flow over two-dimensional bluff bodies was studied years ago, by Eiffel (1910), his results show the effect of spacing on the drag of two disks arranged coaxially in a stream . In 1985, Koenig and Roshko (Ref.1) studied experimentally the effects of geometry on the drag and flow field of two bluff bodies (disks placed coaxially upstream of circular cylinder) separated by a gap. For certain combinations of the basic geometric parameters, namely the diameter and gap ratios, they observed a remarkable decrease of the drag of such system, when the ratio of front-disk diameter  $d_1$ , to the main-body diameter  $d_2$  is about 0.75, the tandem bodies have a minimum drag coefficient of about 0.02. This occurs when the space between the bodies g is from 0.25 to 0.50 d<sub>2</sub>. But when the disk is placed too far in front of the main body, the wake does not attach smoothly but sets up an oscillation where the cavity flow becomes unsteady, the drag increases in this situation.

In 1987, Pamadi, Pereira and Gowda (Ref.9) studied experimentally the effect of strakes on the drag reduction of a typical non circular cross-section with sharp windward corners, and they

found that the strake height and, more particularly, its location on the windward face, has strong influence on the flow pattern, base pressure, and drag coefficient. By this technique they found that it is possible to get a reduction in drag of the order of 80% for an optimum condition of geometrical parameters.

In 1980, Morel and Bohn (Ref.4) studied experimentally the flow over two circular disks in tandem for the purpose of drag reduction. They showed that when two disks of unequal diameters, normal to the flow are placed in tandem, very significant drag reduction may be achieved by proper sizing of the disk diameter and the gap between them. Placing a properly sized disk at an optimum distance ahead of a single reference disk can result in a configuration whose total drag is up to 81 percent lower than that of the reference disk alone.

In 1978, Little and Whipkey (Ref.6) studied experimentally the aerodynamics of the drag and flow characteristics of locked vortex after body shapes formed by thin disks spaced along a central spindle. They found that in order to reduce drag, the disk or other device defining the downstream boundary of the locked vortex cavity must be large enough to separate the wake back flow from the cavity flow so that a locked vortex can exist in the cavity. Furthermore, the cavity thus formed must have dimensions such that the locked vortex effectively fills the cavity. This then appears to be the key for defining optimum locked vortex geometries—to define the cavity dimensions for a given flow which

will match the smooth stable vortex. They found the optimum combination, which gives that the minimum drag occurs at  $D/D_0 = 0.75$ ,  $x/D_0 = 0.6$ ,  $d/D_0 = 0.0938$  where  $D_0$ , D and d are fore body, disk and spindle diameter respectively and x is the axial distance from body base to disk.

1978, Nakaguchi (Ref.20) studied experimentally the aerodynamic characteristics of bars of square cross-section aligned with the flow, the results show the relationship between drag coefficient and angle of incidence for bars of various L/W ratio. For bars of L/W ratio less than 1.2 the drag coefficient remains fairly constant throughout the angle of incidence range ( $\alpha = -3$  to 15 deg.). On bars of L/W ratio more than 1.6, however the drag coefficient increases parabolically as angle of incidence increases.

In 1977, Zdravkovic (Ref.3) studied experimentally the flow interference between two circular cylinders in various arrangements. He studied the flow pattern, drag coefficient and Reynolds Number effects.

In 1953, Roshko (Ref.10) made a semi empirical study on the drag and shedding frequency of two-dimensional bluff bodies. Dimensional analysis of a simple model of the region leads to a universal stroubal number which is then experimentally determined as a function of wake Reynolds number R\*. This result, together with free-streamline theory, allows the drag to be calculated from measurement of the shedding frequency and furnishes a useful correlation between different bluff cylinders.

However, very little work has been done to investigate the flow past two bluff bodies, likes (square-cross sectional with sharp corners bodies). Therefore, in the present study, flow past a square-cross sectional, sharp-corners and rounded back bluff body was investigated by measuring the drag and pressure distribution over it. Further, flow over the main body with a flat-plate and a D-shape placed in front of it was investigated to study the drag reduction mechanism. The configuration shown in Fig.3 was investigated in the present work. It consisted a square cross-section with rounded back and sharp-corner rear body with axis parallel to the wind-tunnel free stream, with  $b_2 = 100$  mm and R = 50 mm.

#### 1.4 Scope of the present work

Because of the complexity associated with the theoretical analysis of the problem, the study of drag-reducing techniques for bluff bodies has been almost entirely experimental. The bodies that have been studied have usually been two-dimensional, and some times axi-symmetric, and much less work has been done on three-dimensional bodies. Therefore, the objective of present work are:

 To study experimentally the effects of geometries namely, width b<sub>1</sub>/b<sub>2</sub> and gap g/b<sub>2</sub> ratios on the flow field and drag coefficient of three-dimensional, noncircular cylinders separated by a gap.

- 2. To achieve the optimum combinations (a certain combinations in width  $b_1^*/b_2$  and gap  $g^*/b_2$  ratios) at which the minimum drag coefficient  $C_D^*$  occurs for D-shape and square-plate front bodies .
- 3. To study the effect of Reynolds numbers variation on the drag coefficient and percentage drag reduction. The present experiments were carried out at three speeds, giving Re = 1.0, 1.4 and  $1.8 \times 10^5$  based on the rear body width (b<sub>2</sub>).
- 4. To investigate the behaviour of pressure coefficient ( $C_p$ ) on the rear body midplane. Also, study this behaviour with D-shape and square-plate front bodies, by varying the width and gap ratios .
- 5. To classify the drag-regimes, which is based on the optimum flow for both D-shape and square-plate front bodies.

Measurement of drag and wall static pressures were made for the rear body alone and for rear body with square-plate and D-shape front bodies. The parametric variations considered in the present study are the following:

#### Model With D-shape Front Body

Reynolds number  $Re_{b2} = 1$ , 1.4 and 1.8 x  $10^5$ Width ratios  $b_4/b_2 = 1.0,0.75,0.625,0.50,0.37$  and 0.25 Gap ratios  $g/b_2 = 0.25,0.50,0.75,1.0,1.25,1.50,1.75,2.0$ and 2.25

Curvature radius R (mm) = 50,37.5,31.25,25,18.5 and 12.5

A total of 162 experiments were conducted for these combination .

### Model With Square-plate Front Body

Reynolds number  $Re_{b2} = 1$ , 1.4 and 1.8 x  $10^5$ Width ratios  $b_1/b_2 = 1.0,0.75,0.625,0.50,0.37$  and 0.25 Gap ratios  $g/b_2 = 0.25,0.50,0.75,1.0,1.25,1.50,1.75,2.0$ and 2.25

A total of 162 experiments were conducted for these combination .

#### CHAPTER - 2

#### EXPERIMENTAL SET-UP AND MEASURING INSTRUMENTATION

#### 2.1 Introduction

There are many important aspects considered in the experimental set-up, wind tunnel, design and fabrication of experimental models (rear and front bodies), measuring instrument and devices which are used in present measurements for drag, lift and pitching moment.

The experimental testing procedure, reading data correlation and measuring accuracy are described in this chapter.

#### 2.2 Wind Tunnel

The experiments were carried out in closed-circuit, low-speed, three-dimensional wind tunnel, having a velocity range up to 45 (m/s).

The main parts of the tunnel used are given in Fig.4, the layout consists of contraction cone (3), diffuser (4), return diffuser (5), turning vanes (7), screens (8) (the number beside each part is indicated the location of it in Fig.4).

Basically the wind tunnel used has two test-section, one is 2-dimensional, with dimension (5.6  $\times$  1  $\times$  4) and the second is 3-dimensional, with dimension (5.6  $\times$  3  $\times$  2), the tunnel is run by two 12-bladed fans which are rotated by a 15 H.P electric motor.

#### 2.3 Design of Experimental Models

The experimental models shown in Fig. 3, consist of three main parts:

- 1) Rear body (basic body) model
- 2) Front body
- 3) Threaded Rods

#### 2.3.1 Design of Rear Body

The subcritical Reynolds number for the present model is around  $1.1 \times 10^5$  (Ref.9). For Reynolds number more than  $1.1 \times 10^5$ , the boundary layer separation from the front body corners is expected to be turbulent.

The rear body model is shown in Fig. 3, having length 108 mm, height 100 mm and width 100 mm. It consists of three parts, as shown in Fig. 5. First part is the square plate constructed out of peispex. It has (100 x 100) mm width and 15 mm thickness. At the center of this square plate 8 mm tapped hole is provided to fix a thread rod. At the other end of the rod, the front body will be fixed.

Second part of the model is square box made out of well-seasoned teak wood of 8 mm thickness. The sides are 100 mm long and 43 mm wide.

Third part is a half cylinder with outer radius 50 mm and inner radius 42 mm, constructed out of well-seasoned teak wood. Schematic diagram of all the three parts are shown in Fig. 5.

All the parts are polished well by using sand paper to get a smooth surface finish. For pressure measurement, 39 wall pressure taps were provided on the rear body, at the midplane cross section (section AA) as shown in Fig.3. The pressure tubes from different tapes were taken out through two holes (10 mm radius) made at the bottom of third part, adjacent to the rear supports, and then were connected to the multimanometer.

#### 2.3.2 Design of Front Body of the Model

Two shapes were used as front body, as shown in Fig.6 (b,c) are:

- (1) Square cross-section flat plate with sharp-corners, as shown in Fig.6(b). Six such plate of 12 mm thickness were used. The length and width of the plate are varied from 25 to 100 mm. Each plate has a 6 mm tapped at the center to mount the threaded rod. All the six plates were made out of well-seasoned teak wood and polished to have a smooth surface finishing.
- (2) D-shape front body, six models were constructed out of well-seasoned teak wood, with dimensions, as shown in Fig. 6c.

#### 2.3.3. Design of Threaded Rods

Three shafts were made out of aluminum with 8 mm diameter, and lengths 55, 105 and 225 mm, as shown in Fig.6(a), to achieve all the desired gap ratio  $g/b_9$  ( 0.25 to 2.25 in step of 0.25 ).

#### 2.4 Measuring Instruments

In present experimental work, the following measurements were carried out:

(i) Free stream velocity  $(V_\infty)$  was measured by using pitot-static tube, which is placed in the beginning, at the center line of the test-section. The pitot-static tube is fixed in roof of wind tunnel, as shown in photograph (1). It was connected by rubber tubes to multimanometer. The pitot-static tube measured the difference between freestream total pressure  $P_\infty$  and static pressure  $P_\infty$ , in term of water column. From the measured pressure, the freestream velocity  $V_\infty$  was calculated with the formula:

$$V_{\infty} = \frac{2(\Delta p) \rho_{H2O}}{\rho_{Air}} g$$

(ii) The pressure variation on the surface of rear body were measured with the wall pressure taps. The pressure tap locations at which pressure were measured are indicated, in Fig.3. Altogether, there are 39 taps of 0.8 mm diameter and are located at the midplane cross-section of the rear body The scale of θ is stretched between (θ = 0 to 40 and 320 to 360 deg.) to bring out clearly the variation of pressure between the center line of the face and the outer corners. The pressure tubes from different tapes were taken out from the bottom and connected to multimanometer, which have about 60 tubes

- and inclined at 30° to the horizontal, as shown in photograph (3).
- (iii) Drag force of experimental model was measured directly using a three-component balance with electronic digital displays as shown in photograph (2 & 4). Installation details of a three-component balance device with experimental model are shown schematically (side view) in Fig. 7. The maximum rated load capacities for this balance are; ± 120 Newton for lift, ± 60 for drag, and for pitching moment ± 2.5 Newton meter. Experience with this type of balance has shown it to be of sufficient accuracy to completely dispense with length calibration matrices and conversion co-efficient, interaction of one component to another have largely been eliminated and in any case are so small as to be negligible. The advantage of using this measuring device is that it does not disturb the flow, as it is outside the test-section. Since it does not require any pressure devices on the test-model, it is the most convenient way for measuring lift, drag and pitching moment directly. For mounting the model on the balance, fabricated horizontal support was out of stainless-steel with length 240 mm, width 20 mm and 5 mm thickness. It is fixed by two screws with the two front vertical supports of the three-component balance. this support, the rear body was firmly fixed.

#### 2.5 Experimental Procedure

The present investigation consisted of drag force measurement and static pressure measurement in midplane of the rear body. These measurements have been carried out at three different speeds to cover the range of experiment Reynolds numbers from 1.0 to  $1.8 \times 10^5$ . The steps followed for drag and wall static pressure measurements for rear body alone are:

- (1). The three component-balance was placed under the wind tunnel test-section. It was not in any way connected to the tunnel structure. Otherwise, tunnel vibrations may be transmitted to the balance causing undesirable harmonics within the load sensing system.
- (2). The balance was leveled in both longitudinal and lateral planes by using the sensitive liquid levels on the earth frame and adjusting the four corner screws until the bubbles are level in both planes.
- (3). The digital display was kept in a suitable position as shown in photograph (4), near the wind tunnel test-section and connected the cables from the balance to it. For all former steps, the balance is locked by pitching pin.
- (4). The basic body was mounted (rear body alone) on the horizontal strut 250 mm length, 20 mm width and 5 mm thickness fabricated out of stainless-steel. This struts was mounted on the main struts using 3 mm dowel pins.

- (5). It was checked that the horizontal axes of the model are as required ( $\alpha = 0.0$  deg.), the balance can be adjusted if necessary by adjusting the combined screw threads of the spherical bearings and their respective mounting studs.
- (6). The power supply to the balance was switched on and allowed approximately ten minutes for the system to warm up. After that the pitch locking pin was removed.
- (7). After the warming up period, all mechanical tare weights were adjusted to give approximate zero readings for drag, lift and pitching moment on the digital display.
- (8). Finally, with the balance unlocked, pitch locking pin removed. I was ensured that all digital displays reading are zero. The three component-balance and model are now ready for testing.
- (9). The pitot-static tubes and pressure tubes connection to the multimanometer was checked.
- (10). Start the wind tunnel, adjusted the speed to 15.34 m/sec free stream velocity, allow five minutes for the wind tunnel to stabilizes. Record the drag, lift and pitching moment from the digital displays and static pressure reading from multimanometer. Increase the wind tunnel speed to give 20.38 m/sec and recorded the above readings for second speed. Repeat the same for third speed 26.84 m/sec. All the reading for rear body are tabulated in Appendix B.

Following testing procedure steps were done for rear body with front body:

- (1). After completing all the planned measurements on the rear body, the threaded rod was mounted at the tapped hole at the center line of the rear body face, as shown in Fig.7. A 10 mm tube was placed on the threaded rod as sleeve. Different threaded rods and suitable sleeve were fabricated to result in gap ratio g/b<sub>2</sub> of 2.25, 2.0, 1.75, 1.50, 1.25, 1.0, 0.75, 0.50, and 0.25. The sleeve was used to ensure a smooth surface for the flow around the shaft. The D-shape front body was mounted at the other end of the threaded rod.
- (2). The assembly was mounted by fixing the sleeve at the center of gravity, using a clamp. It was checked for zero angle of incidence.
- (3). Repeated the experiments as earlier with a D-shape front body having  $b_1/b_2 = 1.0$  at  $g/b_2 = 2.25$ .
- (4). The second D-shape front body with  $b_1/b_2=0.75$ , and  $g/b_2=2.26$  was the arrangement for the next set of measurements.
- (5). For the other D-shapes having  $b_1/b_2 = 0.625$ , 0.50, 0.37, 0.25, repeated steps (3,4) for the same gap ratio  $g/b_2 = 2.25$ . The reading are tabulated in tables 1 to 6, in appendix B.
- (6). Similar measurements were done with D-shape front body by running the gap ratio from 2.0 to 2.25, in steps of 0.25. All the experimental data are given in tables 6 to 54, in appendix B.
- (7). For square-plate front body, repeated the steps (1,2,3,4,5 and 6). The reading are tabulated in table 1 to 54, in appendix B.

## 2.6. Measurements Accuracy

Measurements accuracy may be defined by the accuracy or sensitivity of the devices used, or the sensitivity, as minimum readable division, of each device used in measuring the different quantities.

In present work, the following consideration are taken into account.

#### 1. Pitot-static tube errors

The location of the pitot-static tube, which was previously calibrated, must be adjusted so that its static hole is perpendicular to the flow, for error free reading.

## 2. Three-Component balance

After adjusting all mechanical tare weights for lift, drag and pitching moment arms of the wind tunnel balance, all the displays should read essentially zero. After the wind tunnel run stabilizes at a desired speed, digital display will still unstable in reading and we get the average reading for above variables. So, the maximum error in lift less than (± 0.08%), less that (± 0.08%) for pitching moment and less than (±0.03%) for drag. All this maximum error applied for full scale. And the maximum errors due to interactions are; lift into pitch are zero, lift into drag (0.08%), pitch into lift (0.03%), pitch into drag (0.03%), drag into lift (0.03%), all this maximum errors for full scale (3-component balance, operation report).

## 3. Multi manometer errors

Visual errors, which affect the values of reading, are usually within half of the smallest scale reading (± 0.5 mm).

# 2.7 Reading Corrections for three-component balance

In present work, the following corrections for drag reading were carried out:

- (1). When the runs with all the models were over, the drag due to three-component balance supports (struts, clamp) was measured for three different speeds. These values were then subtracted from the total drag value for each  $b_1/b_2$  ratio, the drag force for supports are D = 1.42 N at  $V_{\infty} = 26.84$  m/sec, D = 0.83 N at  $V_{\infty} = 20.38$  m/sec, D = 0.44 N at  $V_{\infty} = 15.34$  m/sec.
- (2). The different values obtained for drag were corrected using the calibration table of three-component balance as shown in Fig.19, in Appendix A. All the measured drag values were corrected by multiplying by  $(K_{\rm drag})$ , where  $(K_{\rm drag})$  is the correction factor.
- (3). It is a well established fact that the measurements made in a wind tunnel whose test section is bounded by solid walls do not duplicate exactly a free-stream (unbounded) environment. This is a consequence of the constraining effect of the tunnel wall which made the wall streamlines follow the wall contours, rather than being shaped by the flow field around the tested model. This constraining effect is felt at the model itself and results in a modification of the local flow field around it. The larger the model frontal area, the stronger is the constraining effect the

tunnel walls exert by keeping the wall streamlines straight and, vice versa, the stronger is the influence of this effect back on the flow field around the body.

This effect and its magnitude have been the subject of many studies. Among them, one of the best known is the analysis performed by Maskell (Ref.22), who developed a theory for pressure-drag correction for the effects of model blockage. The correction has the following form:

$$\frac{C_D}{C_{D_C}} = 1.0 + \epsilon C_D b$$

where

CDc = Correct drag coefficient

∈ = Blockage factor

b = Ratio of model front area to wind tunnel
 cross-sectional area (model blockage)

The above correction form (Maskells correction) is particularly suitable for the present configuration. But in present study, no blockage correction was applied to the data presented here. This is justified on the following basic: (1) configuration change were not large, and (2) all test were made at zero attack angle.

#### CHAPTER 3

# RESULTS AND DISCUSSION

The recorded data consisting of the drag coefficient  $C_D$  for rear body with D-shape and square-plate front bodies at various width  $b_1/b_2$  and gap  $g/b_2$  ratios are presented in tables 1 and 2 of Appendix A, respectively.

The variation of the Drag coefficient with the gap ratio  ${\tt g/b}_2$ and with the width ratio  $b_1/b_2$  is shown in Figs.9 and 12, for three speeds. The optimum combination is indicated by an asterisk (\*). It occurs at width  $b_1^*/b_2$  and gap  $g^*/b_2$  ratios, and the drag coefficient at the optimum case is marked by  $(C_D^*)$ . The percentage drag reduction are shown in Figs. 10 and 13, for D-shape and square-plate front bodies, respectively. Besides the graphical representations, the calculated results for percentage drag reduction are presented in tables 3 and 4 of Appendix A. Maximum percentage drag reduction variation with  $b_1^*/b_2$  ratio and with the gap ratio g\*/b2 at which it occurs is shown in Fig. 15(a and b), respectively, for D-shape and square-plate bodies. Variation of the percentage drag reduction for optimum combination with the Reynolds number is shown in Fig. 18 (a and b) for D-shape and square-plate front bodies, respectively.

The measured pressure coefficient  $^{\rm C}_{\rm p}$  for rear body alone (without front body), and with D-shape and square-plate front bodies at various width  $^{\rm b}_1/^{\rm b}_2$  and gap  $^{\rm g/b}_2$  ratios for three speeds, are presented in tables 1 to 55 of Appendix B. For comparison, the pressure distribution for optimum combination  $(^{\rm b}_1/^{\rm b}_2)$  and  $^{\rm s}_2/^{\rm b}_2$ ) with large and small gap ratios for the same  $^{\rm b}_1/^{\rm b}_2$  combination are represented by curves as shown in Figs. 11 and 14 for D-shape and square-plate front bodies at three speeds, respectively.

Comparison between the drag coefficient of D-shape and square-plate front bodies, and also the classification of drag coefficient into three regimes (low, medium and high-drag regimes), based on the optimum flow configuration as shown in Figs. 16 and 17, respectively, are discussed in this chapter.

## 3.1 Drag coefficient results

Many observation may be made on inspection of Figs. 9 and 12, showing the variation of drag coefficient  $^{\rm C}_{\rm D}$  with width  $^{\rm b}_{\rm 1}/^{\rm b}_{\rm 2}$  and gap  $^{\rm g}/^{\rm b}_{\rm 2}$  ratios, for each front body was tested at three different speeds.

The effects of front body shape on the total drag coefficient of the rear body at different gap ratio  $g/b_2$  and width ratio  $b_1/b_2$  are discussed separately.

## 3.1.1. Drag coefficient for rear body alone

The first configuration studied was rear body alone with  $b_2$  = 100 mm and R = 50 mm, where R are the radius of rounded back curvature. The value of drag coefficient  $C_{D_o}$  of the rear body was found to be;  $C_{D_o}$  = 1.42 at Re = 1.8 x 10<sup>5</sup>,  $C_{D_o}$  = 1.39 at Re = 1.4 x  $10^5$  and  $C_{D_o}$  = 1.28 at Re = 1 x  $10^5$ .

The high drag coefficient for rear body  $C_{D_{\gamma}}$  in range 1.28 to 1.42 refers to, first, part of it is resulting due to a deficit of pressure (suction pressure) on the downstream sides (top, bottom and rear faces), as shown in Fig.8 ( $\theta$  = 40-320 deg.), which occurs due to the flow separation at sharp corners of the front face and an excess (high positive) pressure due to the stagnation of the approach flow on the front face, as shown in Fig. 8 ( $\theta$  = 0-40 and 320-360 deg.). Secondly, due to boundary layers separated from the corners resulting in large wake zone behind the body, which is extensive wake, larger in size compared to cross-sectional width of the body Fig. 3. characterized by strong, alternate and periodic vortex shedding. The flow is oscillatory. The separated boundary layers at the sharp corners feed larger amounts of vorticity, which are shed continuously in downstream direction. This loss of energy appears in the form of a large, time-averaged base suction  $(C_p \approx -1.0)$  and a large drag force on the rear body. The pressure distribution on the rear body surface, is shown in Fig. 8.

# 3.1.2. Drag coefficient for D-shape front body

This combination involved the rear body and D-shape front body with the curved portion of front body facing the flow direction. Combination drag coefficient  $C_D$  for different width ratios  $(b_1/b_2=1.0,\ 0.75,\ 0.625,\ 0.50,\ 0.37$  and 0.25) are measured when the gap ratio  $g/b_2$  changes from 0.25 to 2.25, monotonically in increments of 0.25.

Each combination of the front body and the rear body model was tested for three freestream speeds, and the corresponding Reynolds numbers based on the width  $(b_2)$  are 1.0, 1.4 and 1.8 x  $10^5$ . The results are plotted in Fig. 9 and are discussed for each front body, separately:

For  $b_1/b_2=1.0$ , Fig.9a shows the combination drag coefficient  $C_D$  variation with the gap ratio  $g/b_2$  and Reynolds number. For Re = 1 x 10<sup>5</sup>, the drag coefficient  $C_D$  was 1.61 at gap ratio 0.25, and then decreased to 1.45 at gap ratio 0.50 and then increased reaching the maximum value 1.94 at gap ratio 0.75 and then the drag coefficient shows an oscillating nature reaching the optimum case for this combination, which has drag coefficient  $C_D^*=1.39$  at gap ratio  $g^*/b_2=2.25$  as shown in Fig. 10. Still the drag coefficient is more than the  $C_D$  for rear body alone even in optimum case.

On the other hand, there was some evidence of Reynolds number effect on the results obtained with the same combination. For Re =  $1.4 \times 10^5$  and the gap ratio in range 0.25 to 0.75, it was found that, drag coefficient reached a minimum at  $g^*/b_2 = 0.50$ 

with value  $C_D^*$  = 1.0, which is 22 percent below the  $C_D$  for rear body alone. Beyond this minimum, the drag coefficient increased sharply, reaching a maximum value of  $C_D$  = 1.83 at  $g/b_2$  = 1.0, and then it decreased slightly. For gap ratios in the range  $g/b_2$  = 1.25 to 2.25, the  $C_D$  values were limited between 1.4 to 1.6.

For Re = 1.8 x  $10^5$ , it is found that  $C_D$  attains a minimum value of  $C_D^*$  = 0.75 at gap ratio  $g^*/b_2$  = 0.25, which is 47 percent below the  $C_D$  for rear body alone. Beyond this minimum, the drag coefficient increased reaching a maximum at  $g/b_2$  = 0.75 with value 1.66, and then it decreased slightly. For gap ratio in the range 1.0 to 2.25, the  $C_D$  value is limited between 1.1 to 1.39.

For  $b_1/b_2 = 0.75$ , Fig.9b shows the drag coefficient variation with the gap ratio  $g/b_2$  and Reynolds number. For Re = 1 x  $10^5$ , the drag coefficient curve reaches the optimum value with  $C_D^* = 0.74$  at gap ratio  $g^*/b_2 = 0.25$ , which is 42 percent below the  $C_D$  for rear body alone.

The optimum cases indicate that the separated boundary layers from the edges of front body, reattached at or near the corners of rear body. The corresponding pressure coefficient ( $^{\rm C}_{\rm p}$ ) distribution is shown in Fig. 11.

For gap ratio between 1.0 to 2.25, all the drag coefficients obtained are more than the  $C_{\rm D}$  for rear body alone. This is because, the separated boundary layers from the edges of front body, reattached on the face of the rear body and again separated from its corners. In this case there are two wake zones, first one, behind the front body and second behind the rear body.

For Re = 1.4 and 1.8 x  $10^5$ , the two drag coefficient curves are similar in behaviour, both reached a minimum drag coefficient at  $g^*/b_2 = 0.25$  with value  $C_D^* = 0.54$  and 0.43, which are 61 and 70 percent below the  $C_D$  for rear body alone, respectively.

The combination reached the optimum—case at gap ratio  $g^*/b_2 = 0.25$  at Re = 1.8 x  $10^5$ , which have drag coefficient  $C_D^* = 0.43$  and the corresponding drag reduction is 70 percent below the  $C_D$  for rear body alone. According to the present results, the minimum drag coefficient for D-shape front body at Re = 1.8 x  $10^5$ , can be achieved only when  $b_1/b_2 = 0.75$  and gap ratio  $g^*/b_2 = 0.25$ , as shown in Fig. 10.

For  $b_1/b_2 = 0.625$ , Fig.9c shows that all the three curves have similar behaviour for the Reynolds numbers 1.0, 1.4 and 1.8 x  $10^5$ . They reached their minimum drag coefficient at  $g/b_2 = 1.25$  with values 0.66, 0.54 and 0.45, which are 48,61 and 68 percent below the  $C_D$  for rear body alone, for the corresponding Reynolds numbers. This refers to the flow pattern; on the front faces F1 and F2 shown in Fig.11(a-II). The face is completely subjected to zero pressure gradient for  $g^*/b_2 = 1.25$ . The high suction at the top ( $\theta = 40-90$  deg.) and on the bottom surface ( $\theta = 270-320$  deg.), due to reveals flow attachment on the top and bottom surfaces. Also, they reached the maximum at gap ratio 1.75 with values 0.97, 1.27 and 1.74, which are 31, 8 and -6 percent below the  $C_D$  for rear body alone, for the corresponding Reynolds numbers. This negative sign means the drag coefficient for combination is more than the drag coefficient for rear body

alone. As the gap ratio increased or decreased from the optimum gap 1.25 ratio, the C<sub>P</sub> values as shown in Fig.11(a-I and III), in both cases the shear layers that separated from the D-shape front body attach to the front surface F1 and F2 of the rear body.

The optimum case for  $b_1/b_2 = 0.625$ , occurs at  $g^*/b_2 = 1.25$ . This drag coefficient  $C_D^*$  is very low and the corresponding drag reduction is high. This refers to the flow pattern; where the separated boundary layers from the edges of front body reattached to rear body shoulders at its face. It may be seen from the pressure distribution in Fig. 11(a-II), the pressure coefficient value on the rear body flat face are zero and in the rear side are very small  $(-C_D^* = 0.1)$ .

At gap ratio 0.25, the combination drag coefficient values are 0.84, 0.70 and 0.48, which was 34, 49 and 66 percent below the  $C_{\rm D}$  for rear body alone, for the corresponding Reynolds numbers. The drag coefficient increased up to the gap ratio of 1.0, reaching the value 1.28, 1.02 and 0.73, which was zero, 26 and 48 percent below the  $C_{\rm D}$  for rear body alone, respectively the optimum case was at gap ratio 1.25, and then the drag coefficient increased reaching the maximum value at gap ratio 1.75.

For  $b_1/b_2$ = 0.50, Fig.9d shows the drag coefficient results. For Re = 1 x 10<sup>5</sup> and 1.4 x 10<sup>5</sup> the drag coefficient variation with gap ratio was similar in behaviour. The drag coefficient  $C_D$  at gap ratio 0.25 has values 0.96 and 0.82, which is 25 and 41 percent below the  $C_D$  for the rear body alone, respectively. At gap ratio 0.25 the drag coefficient reaches a

minimum value and we can consider the  $C_D$  and gap ratio 0.25 is the optimum case for width ratio 0.50. Referring to the flow pattern, it may be seen from the results of percentage drag reduction in table 3 in Appendix A.

The  $C_{\rm D}$  jumped to values 1.30 and 1.07 at gap ratio 0.50, and then decreased to values 1.06 and 0.93, at gap ratio 0.75, respectively. For gap ratios in the range 1.0 to 1.25, the drag coefficient  $C_{\rm D}$  is in range from 1.0 to 1.44 and from 1.08 to 1.23, respectively. The maximum value of  $C_{\rm D}$  are 1.12 and 1.44, respectively at the gap ratio 2.25.

For Re = 1.8 x  $10^5$ , the drag coefficient has a minimum value of 0.55 at gap ratio 0.25, which is 61 percent below the  $C_{\rm D}$  for rear body alone. The drag coefficient increases gradually with increasing gap ratios from 0.50 to 2.25 reaching the maximum value 0.97 at gap ratio 2.25, which was 25 percent below the  $C_{\rm D}$  for rear body alone.

For  $b_1/b_2 = 0.37$ , the  $C_D$  results are shown in Fig.9e. All the three curves have reached a minimum drag coefficient at gap ratio 0.75 with values  $C_D^* = 0.42$  at  $Re = 1 \times 10^5$ ,  $C_D^* = 0.62$  at  $Re = 1.4 \times 10^5$  and  $C_D^* = 0.46$  at  $Re = 1.8 \times 10^5$ , which are 67, 55 and 67 percent below the  $C_D$  for rear body alone, respectively. Low drag coefficient can be achieved for this combination only at gap ratio 0.75. At this gap ratio, the separated shear layers from the edges of front body reattached onto the rear body corners. The pressure coefficient  $C_D$  in the face of rear body is very close to zero, as shown in Fig. 11(b-II).

Beyond the optimum case, the drag coefficient increased slightly and was roughly constant between the gap ratios 1.0 to 2.25. For the small gap ratio 0.25 to 0.50, the drag coefficient  $^{\rm C}_{\rm D}$  in larger magnitude compared with the optimum case (  $^{\rm *}_{\rm 1}/^{\rm b}_{\rm 2}$  = 0.37 and  $^{\rm *}_{\rm 2}/^{\rm b}_{\rm 2}$  = 0.75). As the gap increased or decreased (more or less) than the optimum gap Fig.11 (b-I and III) the  $^{\rm C}_{\rm P}$  values become more positive than the optimum combination especially on the front face, and less negative in top, bottom and rear faces.

For  $b_1/b_2=0.25$ , Fig.9f, shows the similar variation of drag coefficient with the gap ratio for Reynolds numbers. For small gap ratio  $g/b_2=0.25$ , drag coefficient values are  $C_D=0.76$  at Re = 1.0 x 10<sup>5</sup>,  $C_D=0.88$  at Re = 1.4 x 10<sup>5</sup> and  $C_D=0.75$  at Re = 1.8 x 10<sup>5</sup>, which is 40, 36, and 31 percent below the  $C_D$  for rear body alone, respectively. All the three curves reached the minimum values of  $C_D^*=0.39$ , 0.58 and 0.48, which are 70, 58 and 66 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds numbers. The  $C_D$  values for the optimum combination is shown in Fig.11(c-II), on the front face F1 and F2. The  $C_D$  values are positive ( $C_D=0.4$ ) at the face, but on the top and bottom surfaces, there is high suction pressure due to flow attachment.

Beyond the minimum, the drag coefficient  $C_{\rm D}$  increased sharply reaching the maximum values of 1.46, 1.39 and 0.98 at gap ratio 1.0, and then decreased again to second minimum values of 1.0, 0.72 and 0.72 at gap ratio 1.50, which are 17, 48 and 49 percent below the  $C_{\rm D}$  for rear body alone, for the corresponding Reynolds numbers. For gap ratio in the range 1.75 to 2.25, the

drag coefficient is approximately constant, with value  ${\rm C_D}=0.88$ , 1.25, and 0.98 for the corresponding Reynolds numbers. As the gap increased or decreased (more or less) than the optimum gap, as shown in Fig.11 (c-I and III) the  ${\rm C_P}$  values become more positive than the optimum combination especially on the front face, and less negative at the top, bottom and rear faces.

In summary, the combination of two bluff bodies in tandem often has lower drag than that of single bluff body. More precisely, if the width ratio for D-shape front body combination  $b_1/b_2$  is in the range 0.25 to 0.75, then the combination drag coefficient, at a proper gap distance, will be lower than the drag coefficient of rear body alone. The combination ( rear body with D-shape front body ) which has a drag coefficient minimum are;

- (i)  $b_1^*/b_2 = 0.75$  (Figs. 9b and 15a), at gap ratio  $g^*/b_2 = 0.25$ , with values 0.74, 0.54 and 0.42, which are 42, 61 and 70 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds number.
- (ii)  $b_1^*/b_2 = 0.625$  at gap ratio 1.25, which are 48, 61, and 68 percent below the  $C_D$  for the rear body alone, for corresponding the Reynolds number.
- (iii)  $b_1^*/b_2 = 0.37$  at gap ratio 0.75, which are 67, 55 and 67 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds number.

(iv)  $b_1^*/b_2 = 0.25$  at gap ratio 0.50, which are 70, 58 and .66 percent below the  $C_D$  for rear body alone, for the corresponding Reynolds numbers, as shown in Fig.10.

The drag coefficient of the optimum combination  $(b_1^*/b_2 = 0.25$  and  $g^*/b_2 = 0.50)$  is as low as 0.39, which is 70 percent below the  $C_D$  for rear body alone.

From Fig.11 we note that there is a remarkable contrast in the variation of the pressure coefficient between the case for which  $b_1/b_2 = 0.25$  and gap ratio 0.50, with the cases for which the gap ratios are small and large for the same  $b_1/b_2$  ratio. For the optimum case, pressure coefficient value on the rear body flat face are small ( $C_p = 0.3$ ) and on the rear side are very small ( $C_p = -0.1$ ). This fact can be explained in terms of boundary layers, where it separated from the front body leading edges and are reattached onto or very close to the corners of front face of the rear body which is resulting a very small wake zone behind the rear body.

For the same width ratio  $b_1/b_2 = 0.25$ , but with gap ratio larger than the optimum  $(g/b_2 = 1.50)$ , the boundary layers separated from the leading edges of front body and are reattached on the rear body flat face resulting in a larger pressure coefficient value on the rear body face  $(C_p = 0.8)$  compared with the optimum case  $(C_p = 0.3)$ .

For the case with the gap ratio of 0.25, the separated boundary layers from the leading edges of front body reattach on the rear body flat face ( $C_p \simeq 0.8$ ), and again separated from the rear body face and reattachment out side the rear body corners,

that causes the pressure coefficient of (  $C_p \simeq -0.3$ ) at the rear surface. The pressure coefficient ( $C_p$ ) for others optimum case are shown in Fig. 11.

# 3.1.3. Drag Coefficient for square-plate front body

In this combination, there is a square-plate shape placed upstream of the rear body. Combination drag coefficient  $C_D$  for different width ratios ( $b_1/b_2$  = 1.0, 0.75, 0.625, 0.50, 0.37 and 0.25) are measured with the gap ratio  $g/b_2$  varying from 0.25 to 2.25, in steps of 0.25.

Each combination of the front body and the rear body model was tested for three free stream speeds, and the corresponding Reynolds number based on the width  $(b_2)$  are; 1.0, 1.4 and 1.8 x  $10^5$ . The results are plotted in Fig.12, we will discuss the result for each front body separately:

For  $b_1/b_2=1.0$ , Fig.12a shows the drag coefficient variation with the gap ratio and Reynolds number. All the three curves are similar in behaviour. For Reynolds numbers 1.0, 1.4 and 1.8 x  $10^5$ , the drag coefficients with the gap ratio of 0.25 are 1.16, 0.98 and 0.85, which are 9, 22 and 40 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds numbers. For gap ratio 0.50, all the three curves reach a minimum values  $C_D^*$  = 1.0, 0.86 and 0.69, which are 19, 38 and 51 percent below the  $C_D$  for the rear body alone, for corresponding the Reynolds numbers, and then the drag coefficient increased reaching the value 1.30, 1.25 and 0.86 at gap ratio 0.75, which are -2, 10 and 39 percent below the  $C_D$  for rear body alone. The negative sign in percentage

drag reduction, same as that explained in the previous section.

For large gap ratios 1.25 to 2.25 the drag coefficient increased reaching the maximum at gap ratio 2.25 with value 1.75, 1.6, and 1.53, which are -37, -22 and -8 percent below the  $C_{\rm D}$  for the rear body alone, at the corresponding the Reynolds numbers.

For  $b_1/b_2 = 0.75$ , Fig.12b shows the variation of drag coefficient with gap ratio and Reynolds numbers. All the three curves are similar in behaviour. For the gap ratio of 0.25, the shear layers separates from the front body corners without reattachment, and the wake zone has open up, therefore, the drag coefficient is an order of magnitude more. The optimum case occurs at gap ratio  $g^*/b_2 = 0.50$  with values  $C_D^*$  are 0.42, 0.37 and 0.28, which are 67, 73, and 80 percent below the  $C_D$  for rear body alone, respectively.

For the combination of square-plate front body and the rear body, the choice of  $b_1/b_2 = 0.75$  and  $g^*/b_2 = 0.5$  is the optimum case. This can be seen from Fig. 14 (a-II), where the pressure coefficient is completely negative over the enterice face of rear body and is quite uniform. Particularly it is interesting to observe that at gap ratio  $g^*/b_2 = 0.50$ ,  $C_p$  values on the front face F1 and F2 are even more negative than those on the rear face ( $\theta = 90-270$  deg.) as shown in Fig. 14 (a-II), therefore, the drag coefficient at this optimum combination has very small value, and the corresponding drag reduction is high (80%).

Beyond the optimum case, the drag coefficient increases reaching the value 1.16, 0.98 and 62 at gap ratio 0.75, which are

9, 29 and 56 percent below the  $C_{\rm D}$  for rear body alone, for the corresponding Reynolds numbers. The drag coefficient reduced reaching the value 1.0, 0.82 and 0.62 at gap ratio 1.0, which are 18, 41 and 56 percent below the  $C_{\rm D}$  for rear body alone. For gap ratio in range 1.25 to 2.25 and for Re 1 x 10<sup>5</sup>, there is no drag reduction. More over placing the front body with  $b_1/b_2 = 0.75$  at this gap ratio will add drag to that of rear body.

For Re = 1.4 and  $1.8 \times 10^5$ , when the gap ratio (1.25 to 2.25) is increased, the percentage drag reduction decreased.

For  $b_1/b_2 = 0.625$ , Fig.12c shows the variation of coefficient C<sub>D</sub> with the gap ratio and Reynolds numbers. All three curves are similar in behaviour, reaching the minimum at gap ratio 0.25 with values  $C_D^* = 0.66$ , 0.58 and 0.3, which are 48, and 72 percent below the  $C_{\mathrm{D}}$  for rear body alone, respectively. Hence the separated boundary layers reattach onto or very close to the rear body corners. The percentage drag reduction results shown in Fig. 13b. Maximum drag reduction for the optimum case (i.e.  $b_1^*/b_2 = 0.625$  and  $g^*/b_2 = 0.25$ ) is less than the former optimum case (i.e.  $b_1^*/b_2 = 0.75$  and  $g^*/b_2 = 0.50$ ), and this results is clearly seen from the  $C_{
m P}$  values as shown in Fig. 14b. Again the  $C_p$  values are completely negative for the optimum combination, as shown in Fig. 14 (b-II), but the  $C_{\mbox{\scriptsize P}}$  values on the front face F1 and F2 are roughly same to that on the rear face (  $\theta$ =90-270 deg.) in negative values, therefore, the drag coefficient  $C_{\mathrm{D}}^{\mathrm{c}}$  is more than those on the optimum combination, as shown Fig. 14(a-II), and the corresponding drag reduction is small.

Beyond the optimum case, for the gap ratio in the range 0.50 to 2.25, the drag coefficient increases or percentage drag reduction decreases with increasing gap ratio, reaching the maximum value at gap ratio 2.25 with value 1.52, 1.34 and 1.0, which are -19, 3 ad 27 percent below the  $C_{\rm D}$  for rear body alone, respectively.

For  $b_1/b_2=0.50$ , Fig.12d, shows that the drag coefficient  $C_D$  has very low values for low values of the gap ratio. For gap ratio 0.25 to 0.50, the drag coefficients  $C_D$  are roughly the same, and the minimum values  $C_D^*=0.66$ , 0.62 and 0.44, which are 48, 55 and 70 percent below the  $C_D$  for the rear body alone. Pressure coefficient for the optimum case is shown in Fig. 14.

Beyond the minimum case, the drag coefficient  $C_{\rm D}$  increases with increase in gap ratio, reaching the values 1.21, 1.05 and 0.78 at gap ratio 1.25, which are 5, 24 and 45 percent below the  $C_{\rm D}$  for rear body alone, for corresponding the Reynolds numbers. The drag coefficient decreased reaching the values 0.98, 0.84 and 0.72 at gap ratio 1.50, which are 23, 39 and 49 percent below the  $C_{\rm D}$  for the rear body alone, and then increased reaching the maximum values 1.7, 1.3 and 0.88 at gap ratio 1.75, which was -33, 6, and 38 percent below the rear body alone, for corresponding the Reynolds numbers.

For  $b_1/b_2 = 0.37$ , Fig.12e shows the variation of drag coefficient with the gap ratio and Reynolds numbers. For gap ratio 0.25 the drag coefficient values are 0.93, 0.88 and 0.56, which are 27, 36 and 60 percent, when the gap ratio increased ( $g^*/b_2 = 0.37$ )

0.50) the combination drag coefficient decreased reaching the optimum case with  $C_D^* = 0.49$ , 0.50 and 0.44, which are 61, 57, and 70 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds numbers.

Beyond the optimum case, the drag coefficient increased with increasing the gap ratio reaching the maximum values 1.36, 1.32 and 1.03 at gap ratio 2.0, which are -6, 5 and 27 percent below the  $C_{\rm D}$  for rear body alone, for corresponding the Reynolds numbers. Further increase of gap ratio to 0.25, the drag decreased to 0.82, 0.97 and 0.88, which are 36, 30 and 38 percent below the  $C_{\rm D}$  for rear body alone, respectively.

For  $b_1/b_2 = 0.25$ , Fig.12f shows that the drag coefficient for small gap ratio (g/b<sub>2</sub>= 0.25) attains the maximum values of 1.26, 1.16 and 0.852, which are 1, 16 and 40 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds numbers. At the gap ratio 0.5, the drag coefficient reached the optimum case with  $C_D^* = 0.89$ , 0.75 and 0.56, which are 30, 46 and 60 percent below the  $C_D$  for rear body alone, for corresponding the Reynolds numbers.

Beyond the optimum drag reduction at gap ratio 0.5, the drag coefficient increases slightly and is roughly constant between the gap ratios 0.75 to 2.25. This indicates that the flow pattern for this range of gap ratios are approximately similar.

From the above discussions it can be summarized that, the combination of the bluff bodies in tandem with the appropriate choice of width and gap ratios often has a drag below the  $C_{\rm D}$  for

the rear body alone. The combination in square-plate front body which has a drag coefficient minimum are;

- (i)  $b_1^*/b_2 = 0.75$  at gap ratio 0.50, has 67, 73 and 80 percent drag reduction at the three sets of Re.
- (ii)  $b_1^*/b_2 = 0.625$  at gap ratio 0.25, has 48, 58 and 72 percent drag reduction.
- (iii)  $b_1^*/b_2 = 0.50$  at gap ratio 0.50, has 48, 55 and 70 percent drag reduction.
- (iv)  $b_1^*/b_2 = 0.37$  at gap ratio  $g/b_2 = 0.50$ , has 61, 57 and to percent below the  $C_D$  for rear body alone, for corresponding the Reynolds number as shown in Fig.13.

For the above combinations of square-plated body and body, the minimum absolute drag coefficient of 0.42, 0.37 and 0.28 achieved for the optimum combination with  $b_1/b_2 = 0.75$ . The contrast between the optimum cases where  $b_1^*/b_2 = 0.75$  and  $g^*/b_2$ 0.50, with the same width ratio but for large and small ratio is shown in Fig.14. For large gap ratio  $g/b_2 = 0.75$ , separated boundary layers reattached onto the rear body face, again separated from the face, resulting in strong wake behind the rear body. But for optimum case, the flow separated from the edges of front body reattached onto or very close to rear body corners resulting in negative pressure coefficient at the enterice face. For small gap ratio g/b, = 0.25, as shown Fig. 14, the separated boundary layers go away from the rear body face.

For  $b_1^*/b_2 = 0.625$  and 0.50, the flow has approximately similar in behaviour as that at  $b_1^*/b_2 = 0.75$ , but for  $b_1^*/b_2 = 0.37$  and at small gap ratio  $g/b_2 = 0.25$ , as shown in Fig.14, the separated boundary layers reattach on the rear body face and again separate from the face and then reattach downstream of the rear body face.

# 3.2. Comparison between drag coefficient for D-shape and square-shape front body.

From the measured surface pressure distribution on the basic model with D-shape and square-plate front bodies, the drag of the combination and their corresponding reduction compared to main body drag are calculated. The results are tabulated in tables 3 and 4 in Appendix A.

The drag coefficient  $\mathbf{C}_{\mathrm{D}}$  of a combination in two shapes of front bodies exhibits the characteristic behaviour seen in Figs. 9 and 12 for D-shape and square-plate front bodies, respectively. From the above tabulated results and figures, it appears that there are some differences in the combination drag coefficient  $\mathbf{C}_{\mathrm{D}}$  between D-shape and square-plate front bodies they are:

1. The drag coefficient  $C_D$  variation with gap ratio  $g/b_2$  for D-shape were generally sharp, especially for  $b_1/b_2 = 0.625$  and 0.25, indicating a change in flow pattern, as shown in Fig.9 (c and f).

For  $b_1/b_2=0.25$ , Fig.9f for example, show that the drag coefficient  $C_D=0.76$ , 0.89 and 0.72 at gap ratio 0.25, which was 40, 36 and 31 percent below the  $C_D$  for the rear body alone, and then the  $C_D$  decreased sharply reaching the Value  $C_D=0.39$ , 0.58 and 0.48 at gap ratio 0.50, which was 70, 58 and 66 percent below the  $C_D$  for the rear body alone, respectively. The sharp downward jump in  $C_D$  between the gap ratio 0.25 and 0.50, indicates a change in flow pattern. At the first gap ratio  $g/b_2=0.25$ , the separated boundary layers from the front body edges reattach on to the rear body face, and then separate again at the corners making large wake zone. But for gap ratio  $g/b_2=0.50$ , the separated boundary layers reattach on to the rear body corners resulting in optimum case, as shown in Fig. 15a.

The drag coefficient variation with gap ratio  $g/b_2$  for square-plate front body were generally smooth for all  $b_1/b_2$  except for  $b_1/b_2$ = 0.75. For gap ratios between 0.25 to 0.5, the drag coefficient increased with increasing gap ratio, as shown in Fig.12.

2. Minimum drag coefficient  $C_D^*$  (optimum case), for the combination with D-shape front body was achieved with width ratios  $b_1^*/b_2 = 0.25$ , 0.37 and 0.75 at the gap ratio  $g^*/b_2 = 0.50$ , 0.75 and 0.25, respectively. The corresponding drag reduction for )-shape front body at optimum case are shown in Fig. 10 (a,b and :). But the minimum drag coefficient  $C_D^*$  with square-plate front body was achieved with width ratios  $b_1^*/b_2 = 0.37$ , 0.50, 0.625 and .75, at gap ratios  $g^*/b_2 = 0.50$ , 0.50 0.25 and 0.50, respectively,

the corresponding drag reduction for square-plate front body combination are shown in Fig. 13 (a,b,c and d).

- 3. Maximum percentage drag reduction for D-shape combination is achieved for  $b_1^*/b_2 = 0.25$  at  $g^*/b_2 = 0.50$  as shown in Fig. 10. The minimum drag coefficient for this combination are  $C_D^* = 0.39$ , 0.58 and 0.48 as compared to  $C_D = 1.28$ , 1.39 and 1.42of the rear body alone. The percentage drag reduction are 70, 66 and 58 percent below the  $C_D$  for the rear body alone, respectively. For the corresponding Reynolds numbers. The maximum percentage drag reduction for square-plate combination occurs at different  $b_1^*/b_2$  and  $g^*/b_2$  ( $b_1^*/b_2 = 0.75$  and  $g^*/b_2 = 0.50$  and 1.42) compared to D-shape combination.
- 4. For small width and gap ratios  $(b_1/b_2 = 0.25 \text{ to } 0.37, \text{g/b}_2 = 0.25 \text{ to } 0.50)$ , the total drag reduction for the combination with D-shape front body is more than that with the square-plate front body as shown in Fig.15 (a and b), since, the D-shape front body is able to guide the separated boundary layers from its edges to the or very close to rear body corners.

Fig.15 (a and b) shows the maximum percentage drag reduction for each  $b_1/b_2$  variation with the optimum width ratio  $b_1^*/b_2$ , and the gap ratio  $g^*/b_2$  at which it occurs for both D-shape and square-plate front body.

5. For small width and gap ratios, the D-shape front body has remarkable effects on drag reduction, significantly more than the square-plate front body. For width ratios 0.25 and at gap ratio 0.50, the percentage drag reduction for D-shape and square-plate at Re = 1.0, 1.4 and 1.8 x  $10^5$  are 70, 58 and 66 and 30, 46 and 60, respectively, as shown in Fig. 15 (a,b). For  $b_1/b_2 \simeq 0.40$  to 0.60, the percentage drag reduction decreases reaching a minimum at gap ratio 0.50, and then increases reaching a maximum at gap ratio 0.60 for D-shape front body, but there is a very little change in percentage drag reduction for square-plate front body as shown in Fig. 15 (a and b).

## 3.3. Drag regimes based on Optimum Flows

In Figs.16 and 17 the  $C_D^*$  for each value of  $b_1^*/b_2$  from Figs.9 and 12 have been plotted against the corresponding optimum gap ratio  $g^*/b_2$ . From Figs. 16 and 17 the gap and the width ratios are grouped and derived into three branches depending on  $C_D^*$  and Reynolds numbers, which is presented in table 1(a and b) below, for D-shape and square-plate front bodies, respectively.

For the combination with D-shape front body, the groups will be called the low, medium and high-drag regimes. Table 1 lists the corresponding minimum drag coefficient  $C_D^*/C_D$  range of width ratio  $b_1^*/b_2$ , gap ratio  $g^*/b_2$ , and the Reynolds numbers at which it occurs.

Table 1. Optimum-drag regimes

(a) Optimum-drag regimes for the combination with D-shape front body

Regime	I	II	III
c <sub>D</sub> /c <sub>D</sub> °	Low	Medium	High
For Re = 100,000	<0.58	0.58 <c<sub>D*/C<sub>D</sub>&lt;0.83</c<sub>	0.83 <c<sub>D*/C<sub>D</sub>&lt;0.90</c<sub>
Re = 140,000	<0.45	0.45 <c<sub>D*/C<sub>D</sub>&lt;0.52</c<sub>	0.52 <c<sub>D*/C<sub>D</sub>&lt;0.77</c<sub>
Re = 180,000	<0.34	0.34 <c<sub>D*/C<sub>D</sub>&lt;0.51</c<sub>	0.51 <c<sub>D*/C<sub>D</sub>&lt;0.67</c<sub>
b <sub>1</sub> */b <sub>2</sub>	0.25-0.75	0.25-0.625	0.25-0.625
g*/b <sub>2</sub>	0.0-0.75	0.75-1.5	1.5-2.25

(b) Optimum-drag regimes for the combination with square-plate front body

Regime	I	II	III
CD/CD	Low	Medium	High
For Re = 100,000	<0.64	$0.64 < C_{D}^{*}/C_{D_{O}} < 0.77$	0.77 <c<sub>D*/C<sub>D</sub>&lt;0.90</c<sub>
Re = 140,000	<0.55	$0.55 < C_{D_{0}}^{*}/C_{D_{0}} < 0.61$	$0.61 < C_{D}^{*}/C_{D_{O}} < 0.70$
Re = 180,000	<0.37	$0.37 < C_{D}^{*}/C_{D} < 0.51$	$0.51 < C_{D}^{*}/C_{D} < 0.55$
<b>Ե</b> */Ե2	0.37-0.75	0.37-0.50	0.50-0.75
g*/b <sub>2</sub>	0.0-0.75	0.75-1.50	1.50-1.75

The jump from regime I to III at  $b_1^*/b_2 = 0.37$  for the combination with D-shape front body as shown in Fig.16, should be noted.

The classification of the optimum drag coefficient  $C_D^*$  corresponds to distinctively different flow types associated with each D-shape and square-plate front body. In the high drag regime (III), the front body (D-shape or square-plate) is too small to guide the separated flow onto the corners of the rear body; and also the high drag regime is obtained due to the small gap ratio. If the gap ratio is small or the front body is too close to the rear body, in this case, the separates flow reattaches on the rear body face and again separated from the rear body face, resulting in very strong wake.

In the low-drag regime(I) the front body, either D-shape or square-plate is in a range where the separated flow can reattach at or near the rear body corners, this regime is more stable than III and II, because the gap is too small.

# 3.4 Drag Coefficient and Reynolds Number Effects

The drag coefficient of each combination (rear body with D-shape and square-plate front body) variation with the gap ratio and Reynolds numbers (1, 1.4 and 1.8 x  $10^5$ ) are shown in Figs. 9 & 12, respectively.

For the combination with D-shape front body, the drag coefficient decreased with increase in Reynolds number especially for large width ratios  $(b_1/b_2 = 0.50 - 1.0)$ , as shown in Fig.9 (a-d).

According to the present results, high drag coefficient for the D-shape combination occur at Re = 1.4 x  $10^5$ , especially for low width ratios as shown in Fig. 18 (a). This refers to flow pattern, for low width ratio  $(b_1^*/b_2 = 0.25 - 0.37)$  and the corresponding optimum gap ratio  $(g^*/b_2 = 0.25 - 0.75)$ , where separated boundary layers from D-shape body reattach on the rear body front face, and again separate from it and then there is no reattachment on the rear body surfaces. In this case, the wake zone is much larger in size compared to the wake for at Re = 1.0 x  $10^5$  and Re = 1.8 x  $10^5$ .

For the combination with square-plate front body, the drag coefficient generally decreased with increase in Reynolds number, as shown in Fig. 12 and Fig. 18 (b).

As Reynolds number increases beyond the critical value (Re =  $1.4 - 1.8 \times 10^5$ ), a transition occurs in the separated shear layer and the flow reattaches to the rear body as turbulent boundary layer. This reattached flow continues along the body to some extent but will eventually separates and forms a turbulent wake that is much smaller in size compared to the wake at critical Reynolds number, even at large gap ratio compared with the critical Reynolds number.

#### CHAPTER 4

# CONCLUSIONS AND RECOMMENDATION FOR FUTURE WORK

#### 4.1 Conclusions

The conclusions presented in this investigation are limited by the test condition and test procedures.

From the experimental data and analysis of results undertaken in this study on the effects of various D-shape and square-plate front bodies on the flow field and drag coefficient of the square cross-sectional, sharp-corners and rounded back rear body, it is possible to conclude the following:

- 1. Experiments with two bluff bodies (rear body with D-shape or square-plate front body of different width ratio b<sub>1</sub>/b<sub>2</sub>) placed in tandem and connected together as show in Fig.7, showed that very significant drag reductions from that of a rear body alone can be achieved by proper sizing of the front body widths and of the gap between them.
- 2. Placing a D-shape front body of width  $b_1$  ahead of rear body of interest with width  $b_2$ , with  $b_1/b_2 = 0.25$  and the distance between them of 0.50  $b_2$ , results in a combination with total drag coefficient  $C_D = 0.39$ , 0.58 and 0.48 as compared to rear body drag coefficient alone at the similar flow conditions of  $C_D = 1.28$ , 1.39, and 1.42, respectively. This represents 70,

- 58 and 66 percent drag reduction, respectively at the corresponding to Reynolds number.
- 3. Total drag coefficient can also be reduced by placing a square-plate front body. A square-plate front body of width  $b_1$  ahead of rear body of interest with width  $b_2$ , with  $b_1/b_2$  = 0.75 and the distance between them of 0.50  $b_2$ , results in a combination with total drag coefficient  $C_D$  = 0.42, 0.37 and 0.28 as compared to  $C_D$  = 1.28, 1.39 and 1.42 for rear body alone, at the similar flow conditions, respectively. This represents 67, 73 and 80 percent drag reduction, at the corresponding Reynolds number.
- 4. Although the above concluded values show impressive drag reduction for optimum condition of main and front bodies, there are situations with combination other than optimum where the drag of the combination is more than that of the main body alone, resulting in negative percentage drag reduction.
- 5. Detailed investigation of the D-shape front body with rear body combination led to identification of three operating regimes (low, medium and high-drag regimes), depending on the front body width ratio  $b_1/b_2$ . Among them, the most important is regime I  $(0.25 \le b_1^*/b_2^* 0.75)$ , for D-shape front body as shown in Fig. 13, where the most significant drag reductions of the order up to 70% were observed (at gaps length around  $0.50 \ b_2$ ).

- 6. The investigation results for square-plate front body with rear body combination also led to identification of three operating regimes (low medium and high-drag regimes), depending on the front body width and gap ratios. Among them, the most important is regime I (0.625≤b<sub>1</sub>\*/b≤ 0.75) for square-plate front body, as shown in Fig.14, where the most significant drag reductions of the order up to 80% were observed (at gap length around 0.50 b<sub>2</sub>).
- 7. The total drag on the two bluff bodies combination in present work (rear body with D-shape or square-plate front body) may be split into two parts:
  - (a) One acting on the front body plus the front surface of the rear body.
  - (b) The second being the base-pressure drag on the rear surface of the rear body.

For the case of D-shape front body, it is seen that practically all the drag reduction is caused by reduction of the base-pressure drag (increased base pressure), this also applies for the square shape front body. On the other hand, in the case of the minimum-drag combination (optimum case), decrease in both parts of the total drag contribute to the drag reduction.

From the above conclusions, we see that it is possible to reduce the drag up to 80 percent by properly choosing the geometry of the front body and gap ratios.

## 4.2 Recommendation for future work

An intriguing topic in bluff-body aerodynamics is the interaction of two bluff-bodies placed in tandem. The intriguing fact of this topics is that, the flow pattern and drag of a tandem combination (rear body and front body) cannot be easily predicted from the known flow characteristics of two individual bodies. From the present investigation of the shielding effects of various front bodies (D-shape and square-plate) placed upstream of flat-faced, sharp cornered, square cross-sectional, rounded back rear body for purpose of drag reduction. It is believed that the following aspects need further investigation:

- 1. More experimental work is required to investigate the influence of other types of front bodies (disk, hemispherical, ..... etc) on the total drag force of the combination, since only two types (D-shape and square-plate) front bodies were used in this investigation.
- 2. The effect of angle of attack and Yaw on the flow characteristics, drag reduction and pressure coefficient is required to be investigated, since the present work was carried out with zero-angle of attack and yaw.
- 3. Effect of Reynolds numbers is required to be investigated in larger range, and also 2-dimensional bluff bodies need be studied, since the present work was carried out for 3-Dimensional bluff bodies and the Reynolds numbers in range Re = 1 to  $1.8 \times 10^5$ .

- 4. The flow visualization experiment should be carried out, in a water or smoke tunnel. Identification of the flow regimes, separation and reattachment of shear layers and wake zone behind the rear body are based on the flow visualization photographs and the pressure distribution curves. In present study the results analysis is based on the pressure distribution data only.
- 5. The velocity field between the front body and rear body need be measured, to have further insight into drag regimes (low, medium and high-drag regimes), since there are fundamental differences in flow properties into these regimes.

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SHAPE	$c_{D_0}$
<u></u>	0-42
V <sub>00</sub> -	1.17
Seperation	
	1.05
<b>(</b> a)	

SHAPE	C <sub>Do</sub>
	1.16
Vortex street	1 - 98
	2.05
(b)	

Fig. 1 Drag coefficient of various shape bodies  $Re = 10^4$  to  $10^6$ ; (a) for 3-dimensional; (b) for 2-dimensional bodies. (Ref.2)

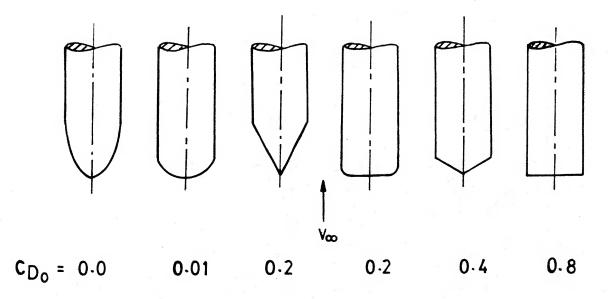
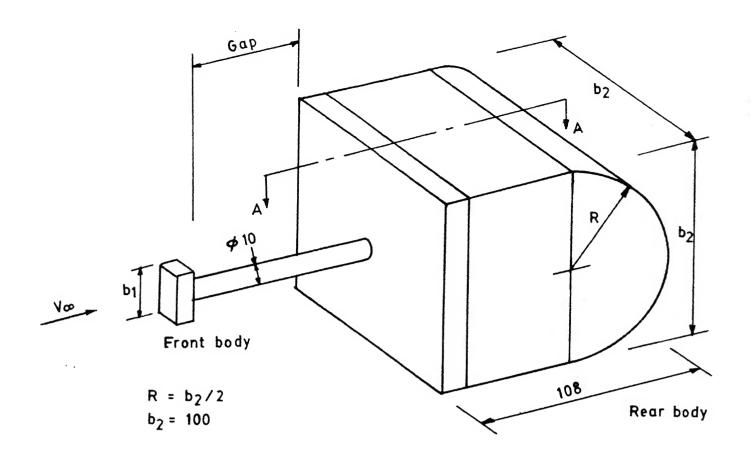


Fig. 2 Drag coefficient of various-shaped nose; Horner (Ref. 2 )



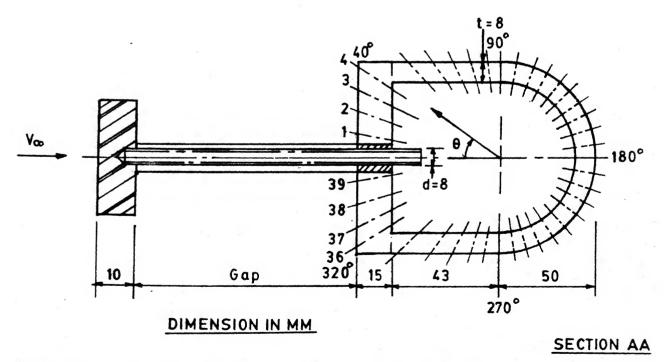
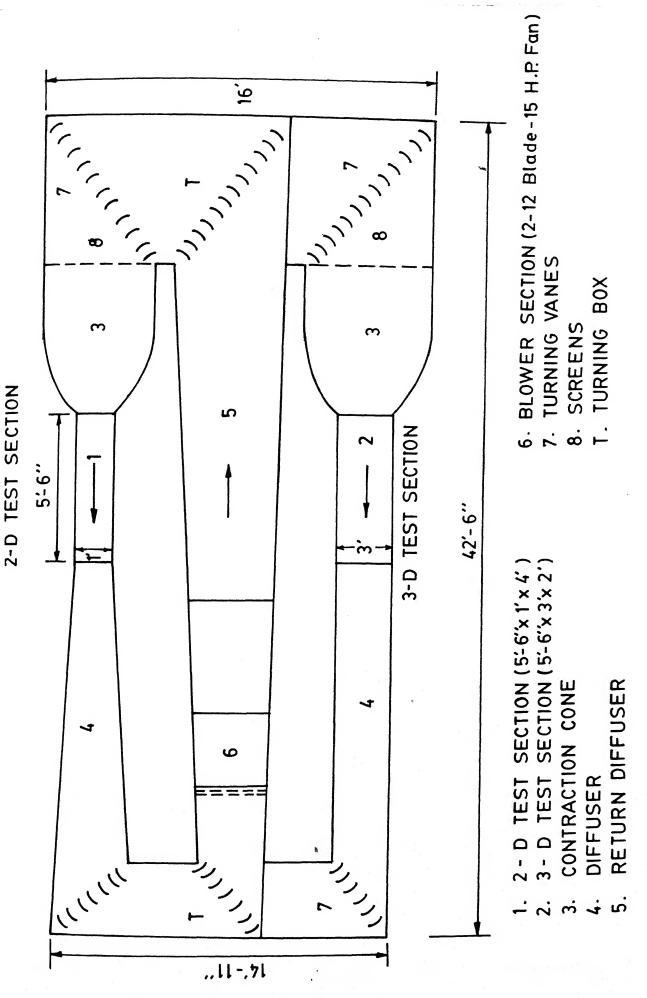


FIG. 3 SCHEMATIC DIAGRAM OF THE EXPERIMENTAL MODEL, Section AA (Pressure test model number 1-39 refer to pressure tap location)



4 Schematic diagram of low speed wind tunnel

Fig.

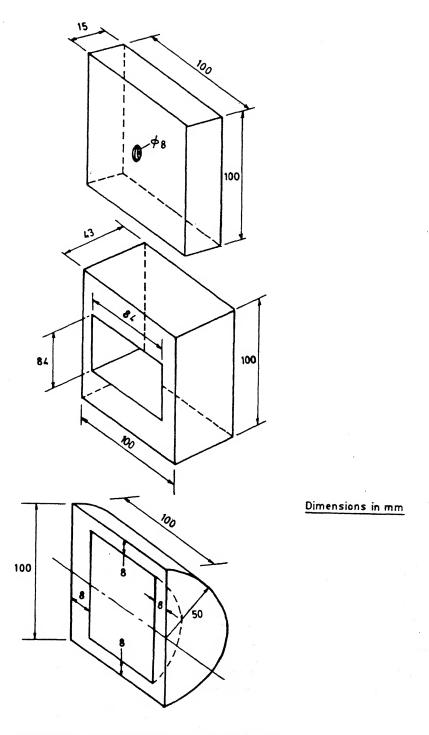
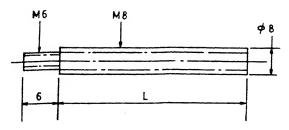
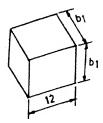


Fig. 5 Schematic experimental rear body parts

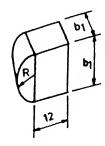


(a) Threded Rods (L=55,105,225)



 $b_1 = 25, 37, 50, 62.5, 75, 100$ 

(b) Front Body model (Sq.shaped)



b<sub>1</sub> = 25 , 37 , 50 , 62·5 , 75 , 100 R = 12·5 , 18·5 , 25 , 31·25 , 37·5 , 50

Dimensions in mm

(c) Front Body model (D-Shaped)

Fig.6 Schematic experimental set-upshowing the (a) Threaded rods, (b & c) Front body shapes

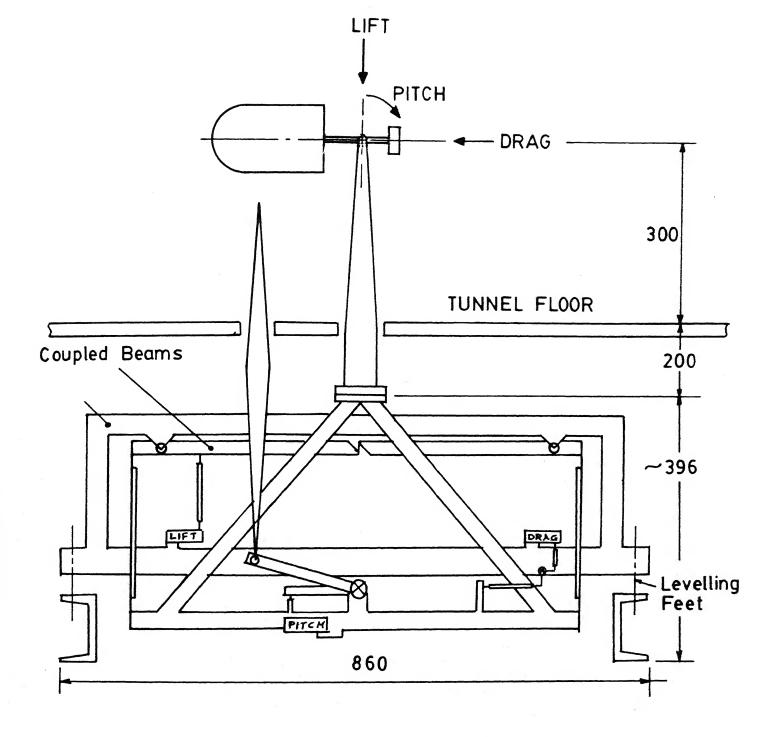


Fig. 7 Schematic view of three-component balance with experimental model with square-plate front body.

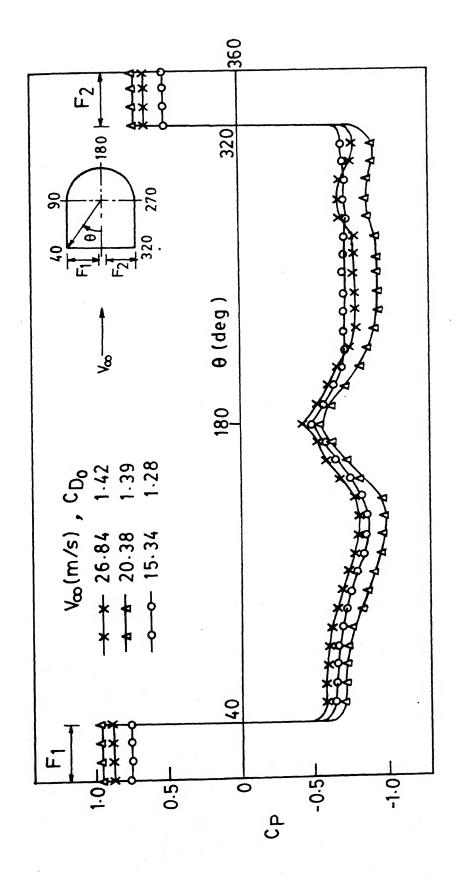


FIG. 8 Pressure distribution for basic model.

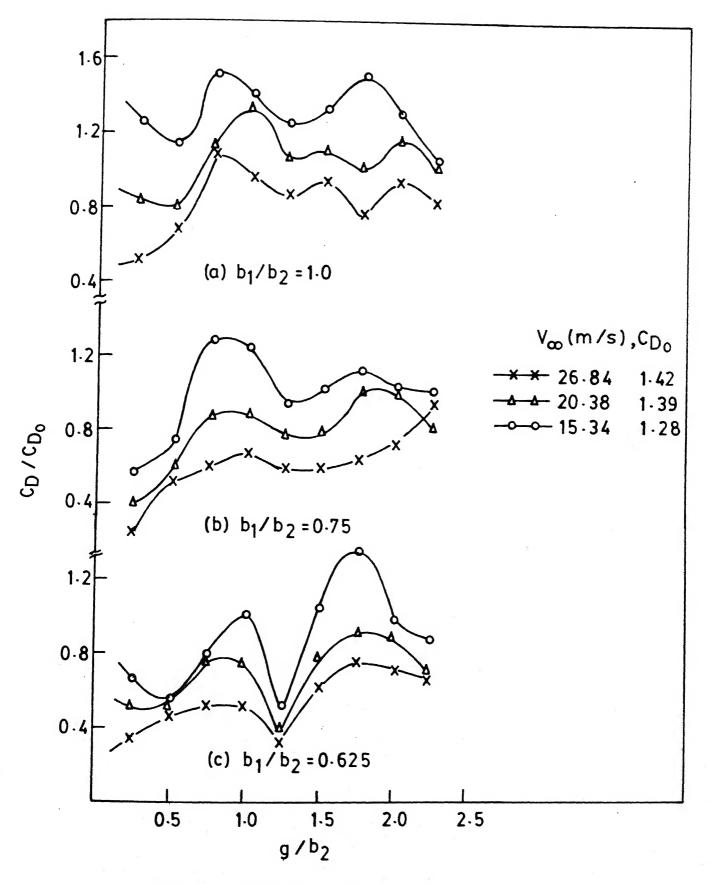


Fig. 9 Contd.

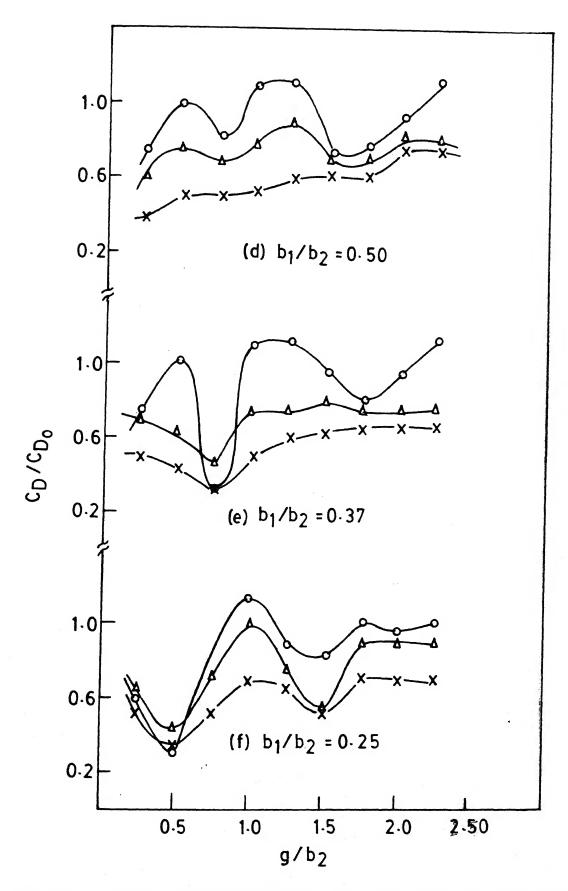


Fig. 9 Drag coefficient ratio vs. gap ratio for D-Shape front body, Re =  $1 \times 10^5 - 1.8 \times 10^5$ .

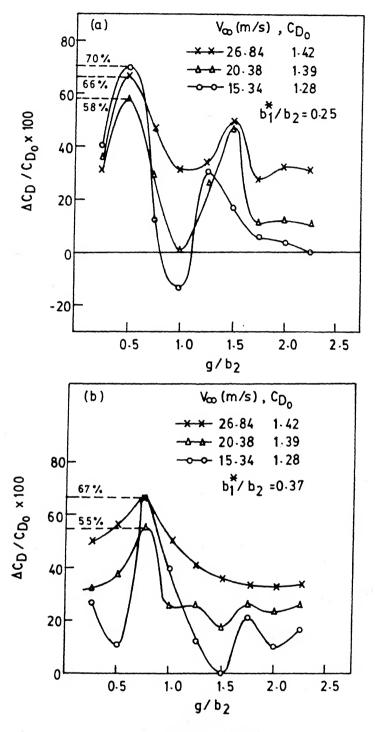


Fig. 10 Contd.

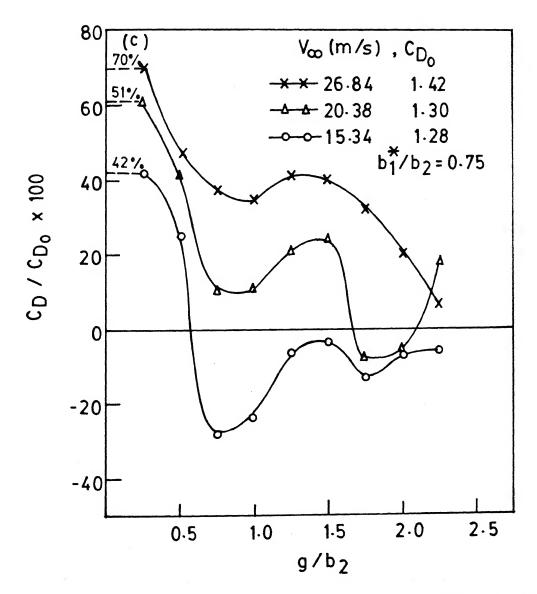
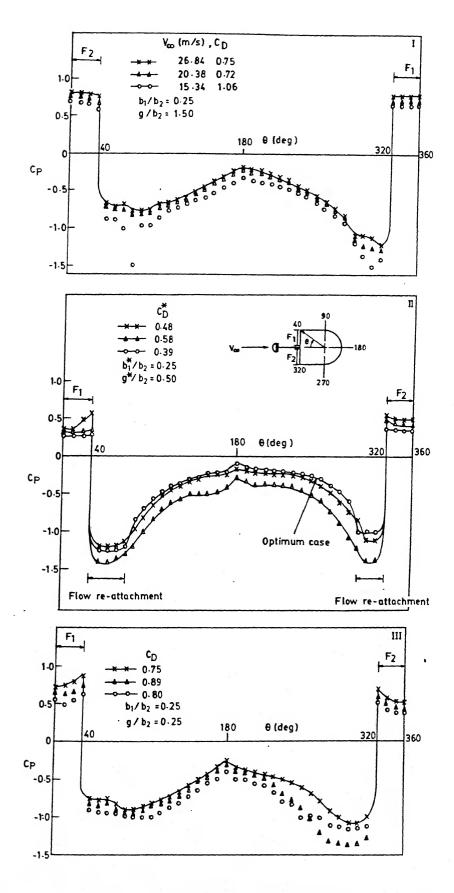
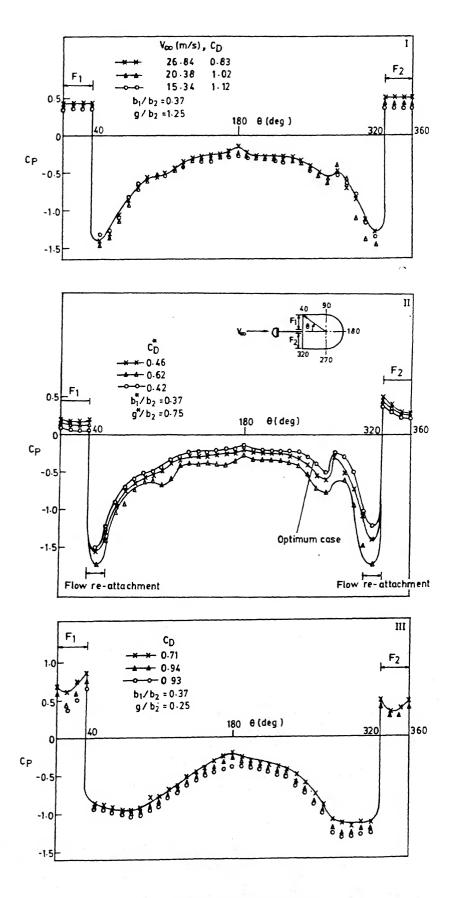


Fig. 10 Percentage drag reduction for D-Shape front body in optimum b<sub>1</sub>/b<sub>2</sub> ratio



Pressure distribution (Contd.)



Pressure distribution (Contd.)

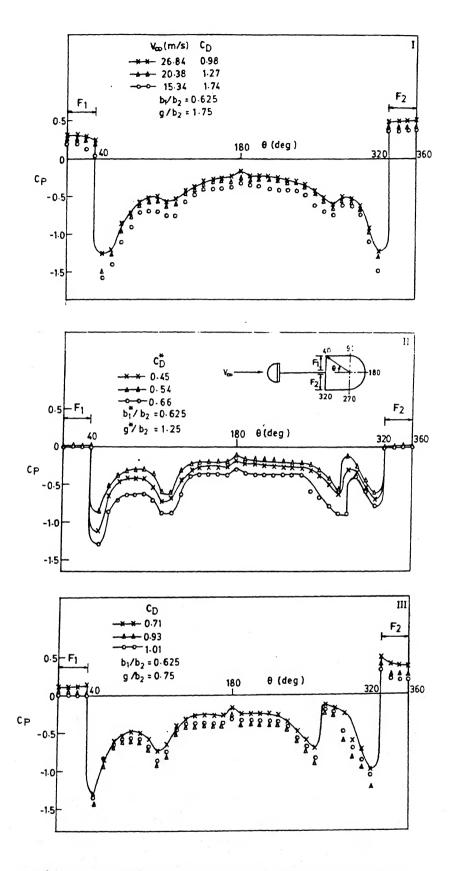
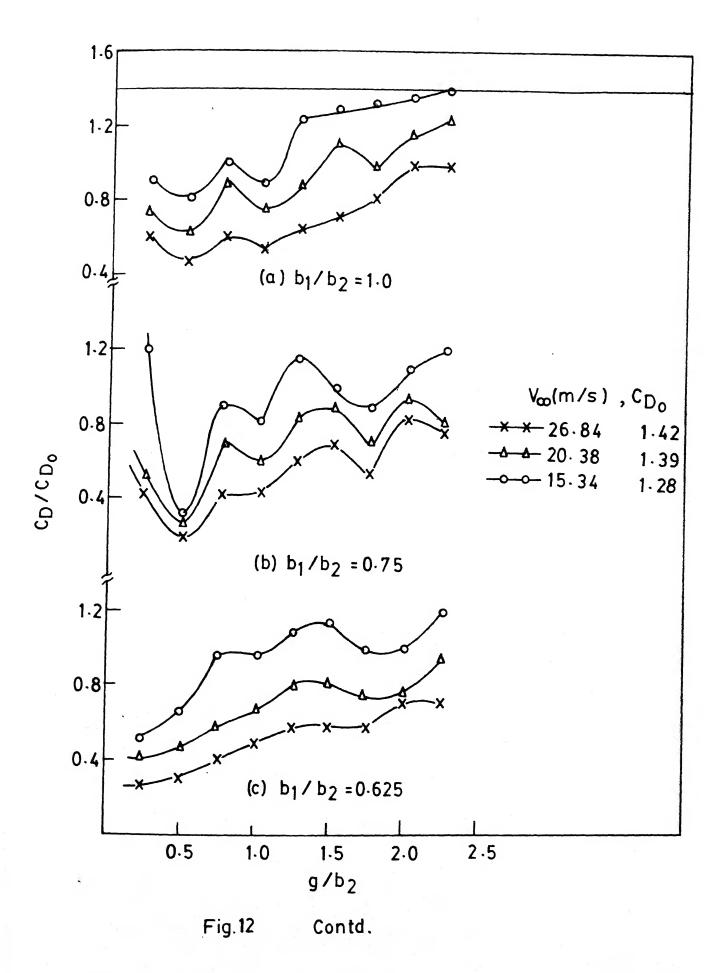


Fig. 1.2 Pressure distribution on rear body surface with D-Shaped front body; # Optimum case.



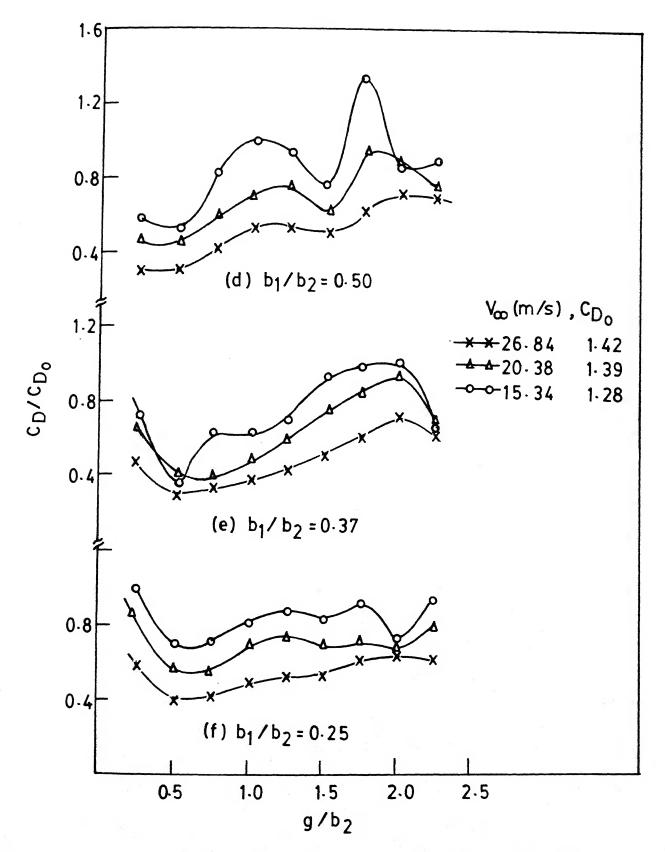


Fig. 12 Drag coefficient ratio vs. gap ratio for square-shape front body, Re =  $1 \times 10^5 - 1.8 \times 10^5$ .

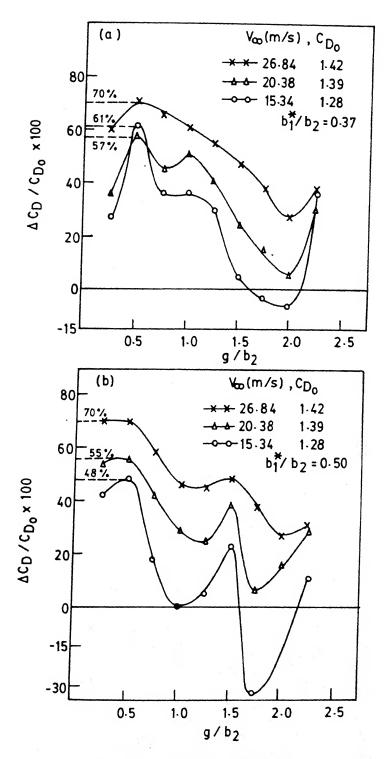


Fig. 13 Contd.

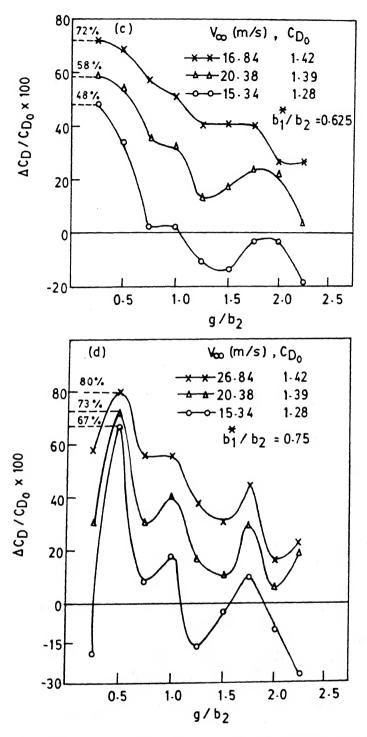
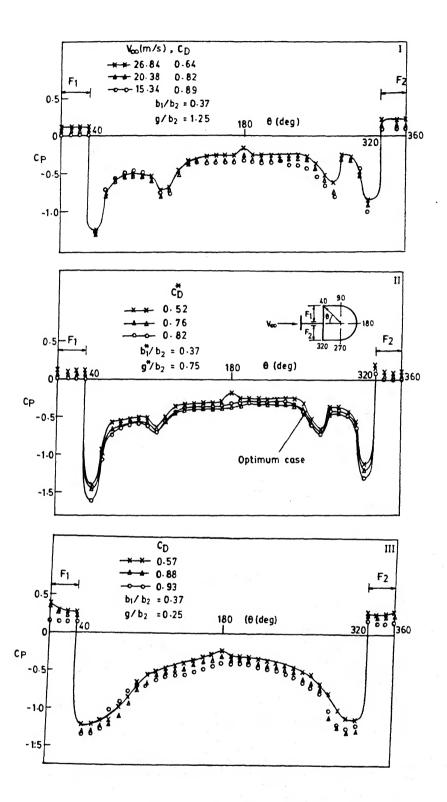
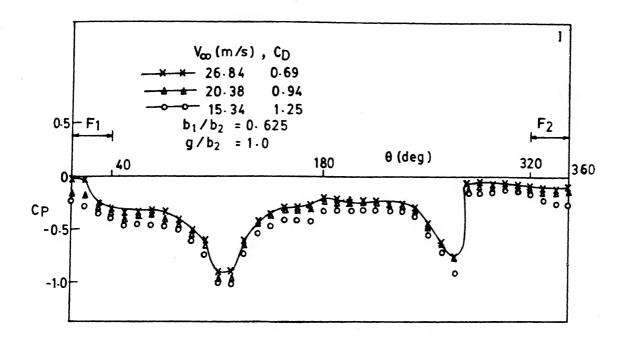
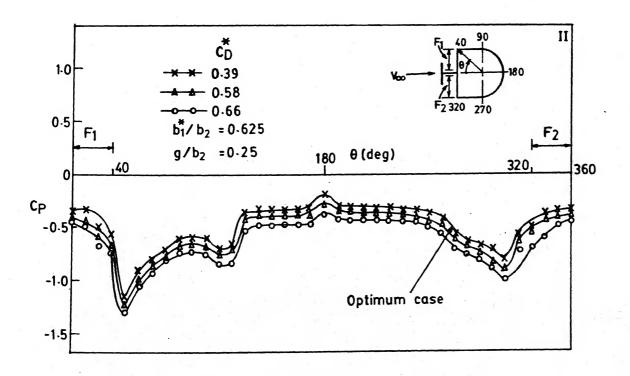


Fig. 13 Percentage drag reduction for Sq.-shape front body in optimum b1/b2 ratio



Pressure distribution (Contd)





Pressure distribution (Contd.)

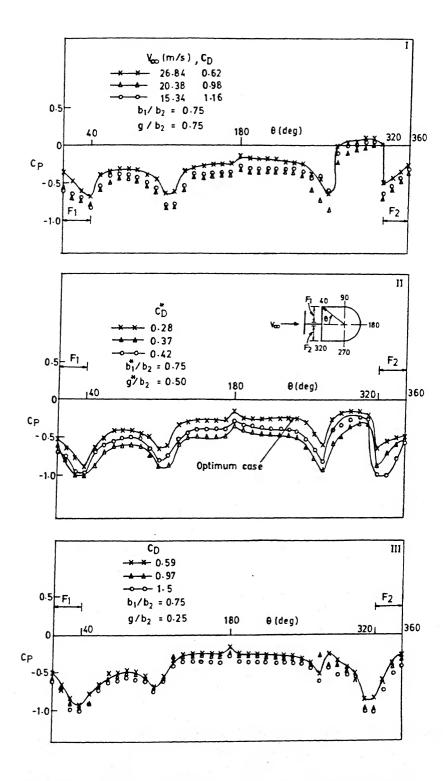


Fig. 14 Pressure distribution on rearbody with square-plate front body; \* Optimum case.

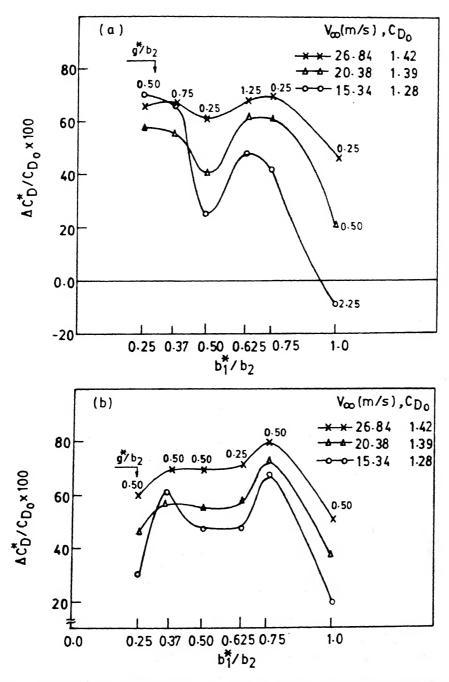


Fig.15 Maximum percentage drag reduction for each  $b_1/b_2$ , the gap  $g^*/b_2$  at which it occurs is shown beside each points; (a) D-shape (b) Sq. shape front body.

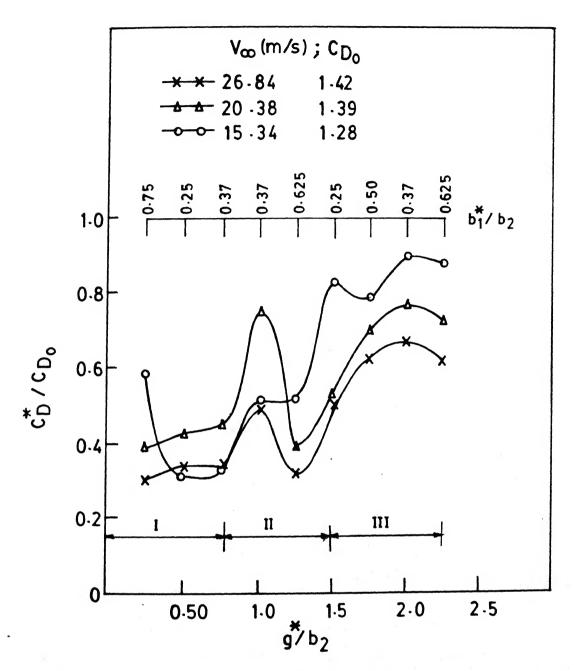


Fig. 16 Minimum drag coefficient for each D-shape and the gap at which it occurs ; (I,II,III) refer to flow regimes.

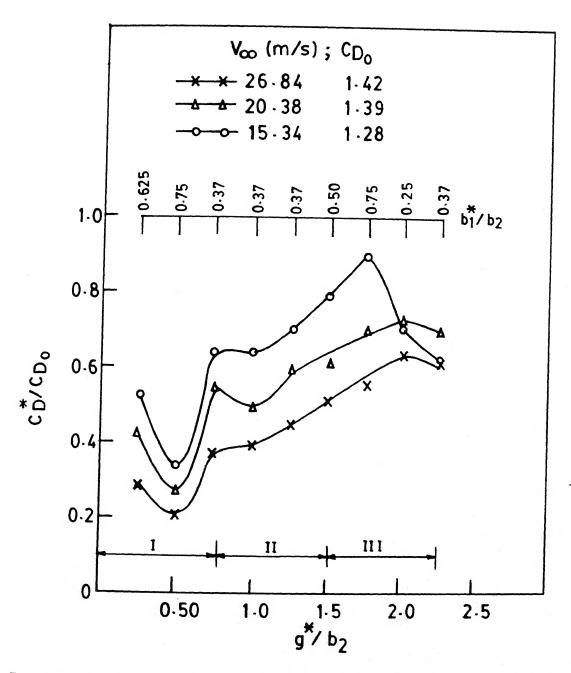
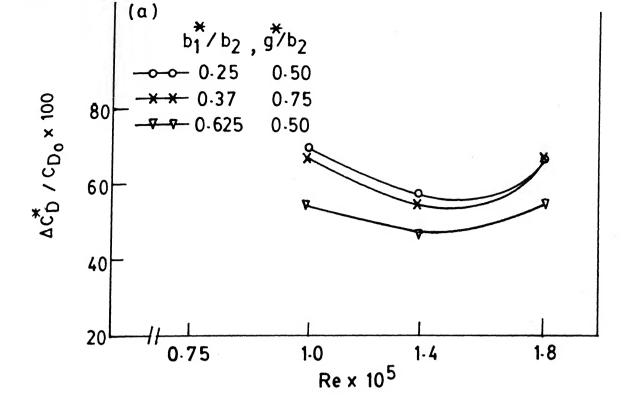


Fig. 17 Minimum drag coefficient for each square-shape and the gap at which it occurs; (I,II,III) refer to flow regimes.



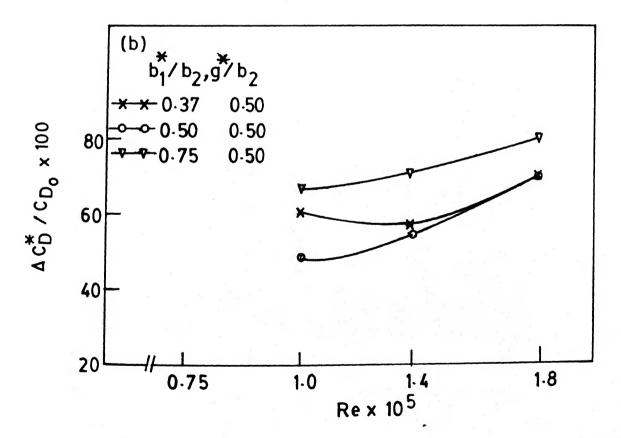
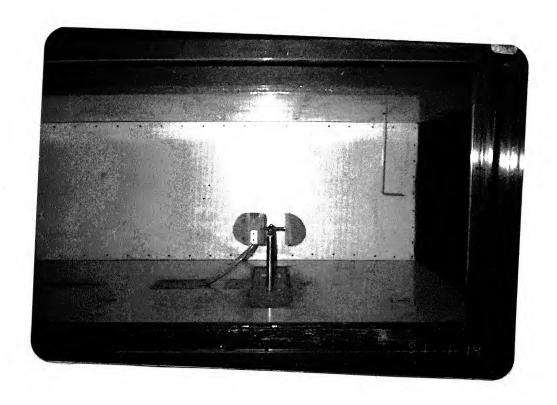
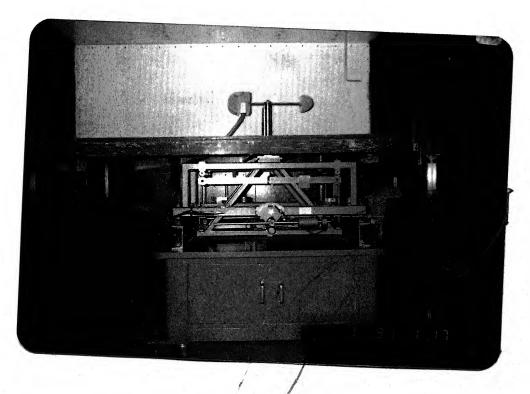


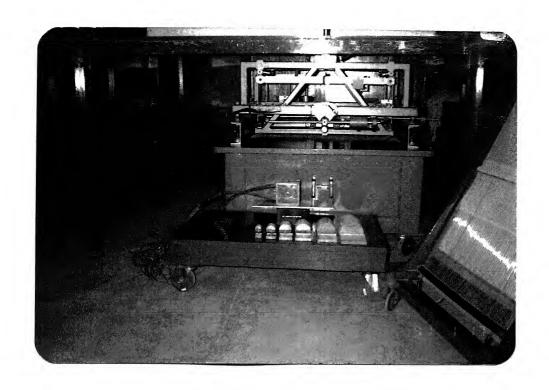
Fig. 1.8 Percentage drag reduction for optimum  $b_1/b_2$  ratio variation with Reno. (a) D-Shape (b) Sq.-Shape front body



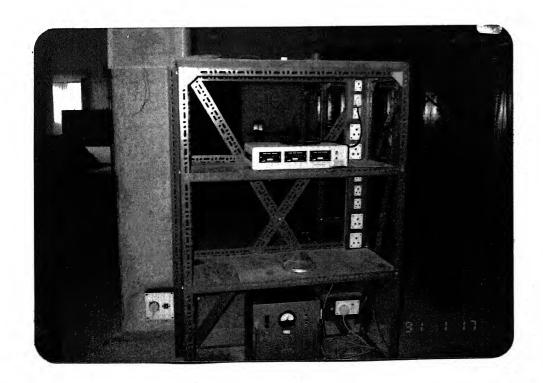
Photograph 1. A veiw of the model in the tunnel showing test-section and pitot-static tube.



Photograph 2. Experimental model with three-component balance.



Photograph 3. Experimental models, multimanometer.



Photograph 4. Experimental three-component digital display.

## APPENDIX A

Tables Of Drag Coefficient And Percentage
Of Drag Reduction Results

Drag calibration curve for three-component balance is represented in Fig. 19, measured Drag coefficient data for D-shape and square shape front body and the corresponding percentage drag reduction are represented in Tables (1,2,3 and 4), respectively.

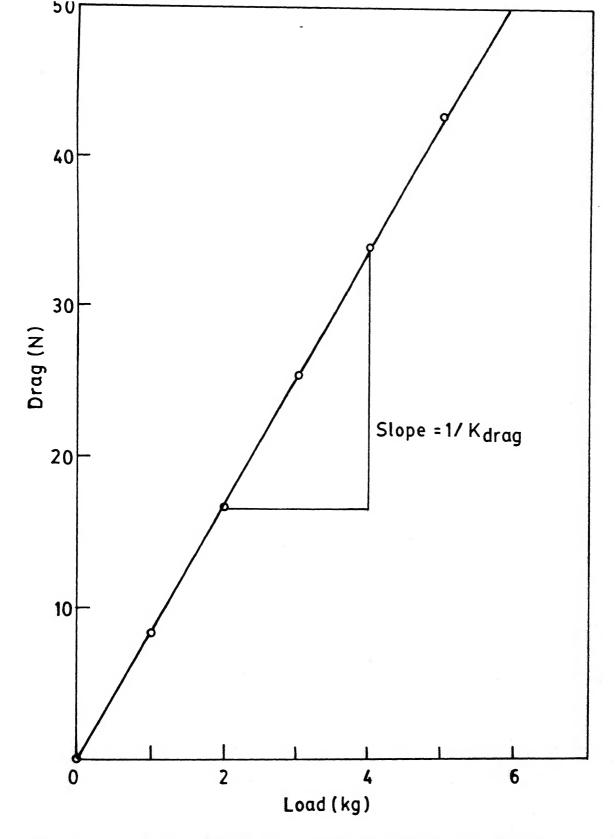


FIG. 19 CALIBRATION OF-3 COMPONENT BALANCE

Table 1
Drag Coefficient for rear body with D-shape frontbody

*	b <sub>1</sub> /b <sub>2</sub>	g /b <sub>2</sub>	CD/CD V <sub>m</sub> = 26.84 m/s	CD/CD V_=20.38 m/s	CD/CD <sub>c</sub> V <sub>w</sub> =15.34 m/s
1	1.0	2.25 2.0 1.75 1.50 1.25 1.0 0.75 0.50 0.25	0. 82 0. 94 0. 76 0. 94 0. 87 0. 98 1. 2 0. 69 0. 53	1.06 1.16 1.02 1.10 1.05 1.32 1.13 0.78 0.82	1.09 1.31 1.50 1.33 1.25 1.40 1.52 1.14 1.26
2	0. 75	2.25 2.0 1.75 1.50 1.25 1.0 0.75 0.50 0.25	0. 94 0. 80 0. 68 0. 60 0. 59 0. 66 0. 63 0. 52 0. 30	0.81 1.06 1.08 0.76 0.76 0.89 0.89 0.59 0.39	1.06 1.07 1.13 1.03 0.94 1.24 1.28 0.75 0.58
3	0. 625	2. 25 2. 0 1. 75 1. 50 1. 25 1. 0 0. 75 0. 50 0. 25	0.82 0.71 0.69 0.62 0.32 0.52 0.50 0.45	0.70 0.92 9.92 0.79 0.39 0.74 0.67 0.53	0.88 1.00 1.36 1.05 0.52 1.00 0.79 0.55 0.66
4	0.50	2.25 2.0 1.75 1.50 1.25 1.0 0.75 0.50 0.25	0.75 0.75 0.62 0.63 0.60 0.50 0.51 0.53 0.39	0.81 0.84 0.70 0.79 0.89 0.67 0.77 0.78 0.59	1.13 0.95 0.76 0.95 1.13 0.83 1.02 1.10
5	0.37	2.25 2.0 1.75 1.50 1.25 1.0 0.75 0.50 0.25	0.66 0.67 0.66 0.62 0.59 0.49 0.33 0.44 0.50	0.74 0.77 0.74 0.83 0.74 0.75 0.45 0.63 0.68	0.83 0.90 1.09 1.03 0.88 0.52 0.33 0.89 0.73
6	0. 25	2.25 2.0 1.75 1.50 1.25 1.0 0.75 0.50 0.25	0.69 0.58 0.73 0.51 0.66 0.69 0.53 0.34 0.53	0.90 0.88 0.90 0.52 0.76 1.00 0.71 0.42 0.64	1.02 0.96 1.00 0.83 0.70 1.14 0.88 0.31 0.63

 $C_{Do} = 1.42$  at  $V_{\infty} = 26.84$  m/s  $C_{Do} = 1.39$  at  $V_{\infty} = 20.38$  m/s  $C_{Do} = 1.28$  at  $V_{\infty} = 15.34$  m/s

Table 2
Drag Coefficient for rear body with square-shape frontbody

*	b, /b,	g/b	ඐ∕ඟ	യ∕യ	യ∕യ
		•	V = 28.84 m/s	V =20.38 m/s	_
		2.25	1.08	1.22	1.37
		2.0	. 1.07	1:16	1.35
		1.75	0.79	1.06	1.32
		1.50	0.77	1.13	1.30
1	1.0	1.25	0.86	0.94	1.24
		1.0	0.54	0. <i>7</i> 5	0.89
		0.75	0.61	0.90	1.02
		0.50	0.49	0.62	0.81
		0.25	0.60	0.71	0.91
		2.25	0.77	0.81	1.27
		2.0	0. 84	0.95	1.10
		1.75	0.55	0.70	0.90
		1.50	0.59	0.90	1.03
2	0.75	1.25	0.62	0.84	1.18
		1.0	0.44	0.59	0.82
		0.75	0.44	0.71	0. 91
		0.50	0.20	0.27	0.33
		0.25	0.42	0.70	1.19
•••	• • • • • • • • •	• • • • • • •	• • • • • • • • • • • • • • • • • • • •		
		2.25	0.73	0.97 0.70	1.19
		2.0	0.73	0.78	1.03
		1.75	0.60	0.76	1.03
_		1.50	0.59	0.83	1.14
3	0. <b>62</b> 5	1.25	0.60	0.87	1.11
		1.0	0.49	0.68	0.98
		0.75	0.43	0.65	0.98
		0.50	0.31	0.48	0.66
		0.25	0.28	0. <b>4</b> 2	0.52
• • •		2.25	0.69	0.71	0.89
		2.0	0.73	0.84	0.85
		1.75	0.62	0. <del>94</del>	1.33
		1.50	0.51	0. 51	0.77
4	0.50	1.25	0.55	0.76	0.95
		1.0	0.54	0.71	1.0
		0.75	0.42	0.59	0.82
		0.50	0. 31	0.45	0.52
		0.25	0.31	0.46	0.58
					A 84
		2.25	0.62	0.70	0.64
		2.0	0.73	0.95	1.06
		1.75	0.62	0.85	1.03
	_	1.50	0.53	0.76	0.95
5	0.37	1.25	0.45	0.59	0.70
		1.0	0.39	0.49	0.64
		0.75	0.37	0. <b>5</b> 5	0. 64
		0.50	0.31	0.43	0.39
		0.25	0.40	0.64	0.73
•		2. 25	0.63	0.81	0.94
		2.0	0.64	0.74	0.70
		1.75	0.64	0.77	0.93
		1.50	0.55	0.70	0.85
•	V 2E	1.25	0.54	0.75	0.78
6	0.25	1.25	0.49	0.69	0.82
			0.42	0.55	0.73
		0.75	0.40	0.54	0.70
		0.50	U. WU	J	0.99

 $C_{Do}^{=1.42}$  at  $V_{\infty}^{=26.84}$  m/s  $C_{Do}^{=1.39}$  at  $V_{\infty}^{=20.38}$  m/s  $C_{Do}^{=1.28}$  at  $V_{\infty}^{=15.34}$  m/s

Table 3
Percentage of Drag reduction for rear body with D-shape

b, /b,	g/b ACD/CD X100		ACD/CD X100 ACD/CD X10	
	-	V = 28.84 m/s		V =15.34 m/s
1.0	2.25	18	- 6	- 9
	2.0	6	-16	-31
	1.75	23	- 2	-50
	1.50	6	-10	-33
	1.25	13	- 5	-25
	1.0	2	-32	-40
	0.75	-16	-13	-52
	0.50	30	22	-14
	0.25	47	18	-26
0.75	2.25	6	19	- 6
	2.0	20	-6	- 7
	1.75	32	-8	-13
	1.50	40	24	- 3
	1.25	41	21	- 6
	1.0	34	11	-24
	0.75	37	11	-28
	0.50	47	41	25
	0.25	70	61	42
o. <b>6</b> 25	2. 25	38	28	12
	2. 0	29	8	0
	1. 75	31	8	-36
	1. 50	38	21	- 5
	1. 25	68	61	-48
	1. 0	48	26	0
	0. 75	50	33	21
	0. 50	55	47	45
	0. 25	66	49	34
0. 50	2.25 2.0 1.75 1.50 1.25 1.0 0.75 0.50 0.25	25 25 38 37 40 47 50 49 61	19 16 30 21 11 22 33 23	-13 5 21 5 -13 -10 17 -2 25
0.37	2.25	34	26	17
	2.0	33	23	10
	1.75	34	26	21
	1.50	38	17	1
	1.25	41	26	12
	1.0	51	25	48
	0.75	67	55	67
	0.50	56	37	11
	0.25	50	32	27
0. 25	2. 25	31	10	2
	2. 0	32	12	4
	1. 75	27	10	5
	1. 50	49	48	17
	1. 25	34	25	30
	1. 0	31	0	-14
	0. 75	47	29	12
	0. 50	66	58	70
	0. 25	31	36	40

 $C_{Do} = 1.42$  at  $V_{\infty} = 26.84$  m/s  $C_{Do} = 1.30$  at  $V_{\infty} = 20.38$  m/s  $C_{DO} = 1.28$  at V = 15.34 m/s

Table 4
Percentage of Drag reduction for rear body with square-shape

1 b2	g/b <sub>2</sub>	∆CD/CD <sub>0</sub> X100	ACD/CD_X100	ACD/CD X100
		V = 26.84 m/s	V_=20.38 m/s	V =15.34 m/s
	2.25	-8	<b>-2</b> 2	-37
	2.0	-7	-16	<b>-3</b> 5
	1.75	21	-6	-32
_	1.50	23	-13	-30
. 0	1.25	34	6	-24
	1.0	<b>4</b> 5	25	11
	0.75	39	10	-2
	0.50 0.25	51 <b>4</b> 0	<b>38</b> <b>2</b> 9	19
· · · · · · ·	2.25	23	19	-27
	2.0	16	5	-10
	1.75	45	30	10
	1.50	31	10	-3
. 75	1.25	<b>3</b> 8	16	-18
	1.0	<b>5</b> 6	41	18
	0.75	56	29	8
	0.50	80	73	67
	0.25	<b>5</b> 8	30	-19
	2.25	27	3	-19
	2.0	27	22	-3
	1.75 1.50	40	24	-3
625	1.25	<b>4</b> 1 <b>4</b> 0	17 13	-1 <b>4</b> -11
	1.0	51	32	5
	0.75	57	<b>3</b> 5	ຂ
	0.50	69	54	34
	0.25	72	58	48
	 2.25	31	 29	11
	2.0	27	18	15
	1.75	38	6	-33
50	1.50	49	39	23
	1.25	45	24	5
	1.0	<b>4</b> 6	<b>2</b> 9	0
	0.75	58	41	18
	0.50	70	55	48
	0.25	70 	54	42
	2.25	38 37	<b>3</b> 0 5	36 -6
	2.0	27 38	15	-3
27	1.75	47	24	5
37	1.50 1.25	55	41	30
	1.25	61	51	<b>3</b> 6
	0.75	63	45	3
	0.75	70	<b>5</b> 7	61
	0.30	60	36	27
• • • • •		37	19	6
	2.0	36	26	30
	1.75	37	23	7
	1.50	<b>4</b> 5	30	15
. 25	1.25	46	25	22
. 20	1.0	51	31	18
	0.75	58	45	28
	0.75	60	46	30
	0.00			1
	0.25	40	16	•

 $C_{Do} = 1.42$  at  $V_{\infty} = 26.94$  m/s  $C_{Do} = 1.39$  at  $V_{\infty} = 20.38$  m/s  $C_{Do} = 1.28$  at  $V_{\infty} = 15.34$  m/s

## APPENDIX B

Tabulation of Measured Data and Computed Pressure Distribution

Computer programme which is used to compute the freestream velocity and pressure coefficient is given here. Measured static pressure and computed pressure coefficient for rearbody alone, rearbody with D and square-shape frontbodies at various  $b_1/b_2$  and  $g/b_2$  for three different speeds are tabulated. The location of the static pressure taps in the midplane (AA) are indicated by ( $\theta = 0 - 360^{\circ}$ ) as shown in Fig. 3.

```
Ç.,
C
C
        THIS PROGRAM CALCULATES PRESSURE DESTRIBUTION AROUND THE BASIC
С
        BODY IN TWO BODY TENDOM.
C . .
С
        I= RUN VELOCITY(THREE VELOCITY FOR EACH FRONT BODY MODELS)
C
        J= TAPS NUMBERS(FROM 1 TO 39)
C
        PSINF=FREE STREAM STATIC PREESURE
C
        PTINF=FREE STREAM TOTAL PRESSURE
C
        PSL = LOCAL STATIC PRESSURE
С
        VINF = FREE STREAM VELOCITY (M/SEC)
C
        CP= LOCAL PRESSURE COEFFICENT
С..
        PROGRAM PROCESS_BATA
С
C...... VARIABLES & PARAMETER DECLERATIONS......
C
        REAL PSL(6,39), PSREF(6), PSINF(6), PTINF(6)
        REAL CP(6,39), VINF(6)
        CHARACTEF INFILE *20, OUTFILE *20, TITLE *80
        INTEGER FIN, FOUT
        PARAMETER (G=9.8, RHOA=1.225, RHOW=1000.0)
C
C...
     ....GET THE INPUT FILE NAME......
C
100
        WRITE(*,9100) 'INPUT '
        READ(*, *, END=10000, ERR=100) INFILE
        FIN=20
        OPEN(UNIT=FIN, FILE=INFILE)
C
C . .
     ....GET THE OUTPUT FILE NAME.........
C
200
        WRITE(+,9100) 'OUTPUT'
        READ(*, *, END=1001, ERR=100) OUTFILE
        FOUT=22
        OPEN(UNIT=FOUT, FILE=OUTFILE)
C
C.
     ....READ DATA FROM THE INPUT FILE.......
        I = 0
        J=0
        READ(FIN, *, END=300, ERR=999) TITLE
        DO I=1,6
          READ(FIN, *, END=300, ERR=999) PSREF(I), PSINF(I), PTINF(I)
          READ(FIN, *, END=300, ERR=999) (PSL(I, J), J=1, 39)
        ENDDO
        GOTO 400
        WRITE(*,*) 'ERROR : IN THE INPUT FILE AT (I,J) : (',I,J,')'
300
        GOTO 999
400
        CONTINUE
C..... DO CALCULATIONS : PROCESS THE DATA......
C
        COS30=COSD(30.0)
        DO I=1,6
          VINF(I) = SQRT(2*(PSINF(I)-PTINF(I)) + COS30*0.01*6*RHOW/RHOA)
          DO J=1,39
            CP(I,J)=(PSL(I,J)-PSINF(I))/(PTINF(I)-PSINF(I))
            PSL(1,J)=(PSREF(1)-PSL(1,J))*COS30
          ENDDO
        ENDDO
C
       .WRITE THE RESULTS IN THE OUTPUT FILE......
C.
C
        WRITE(FOUT,9200) TITLE
        WRITE(FOUT, 9300) (VINF(I), I=1,6)
```

```
DO J=1,39
         WRITE(FOUT, 9500) J, (PSL(1, J), CP(1, J), I=1,6)
       ENDDO
       WRITE (FOUT, 9700)
C
   .....JUMP FOR NORMAL END OF EXECUTION IN NO ERROR IN THE INPUT FILE..
C.
C
       SOTO 1000
999
       WRITE(*,9999)
1000
       CLOSE (FOUT)
       CLOSE (FIN)
1001
C
C
       STOP " NORMAL END OF EXECUTION."
10000
C.....FORMAT STATEMENTS
9100
       FORMATIAS' FILE NAME ?')
9200
       FORMAT(A80)
9300
       FORMAT(114('-')/
              '|'4X'|'88X'D - SHAPE'82X'|'19X'SQUARE - SHAPE'80X'|'/
             '|'4X'|'53('-')'|'53('-')'|'/
             '|'4X'|'6(2XF7.4,X'(H/S)'2X'|')/
'|'4X'|'6(17('-')'|')/
              '|'2X'6'X'|'6(3X'P$'3X'|'3X'CP'3X'|')/
             '|'4X'|'6(X'CM.H2O'X'|'8X'|')/
'|'4('-')'|'12(8('-')'|')
9500
       FORMAT('|'XI2X'|'12(XF6.3,X'|'))
9700
       FORMAT(114('-'))
       FORMAT('ERROR IN INPUT FILE FORMAT'/
7799
             'ENDING EXECUTION ...')
C
C.....END OF THE PROGRAM LISTING.....
C
       END
C
```

appendir B. Table E. Measured data and computed pressure distribution for b1/b2=1.0 , g/b2=2.85 ,T1=290 K.

!	!		D - 8	hape			!		Square	- Shape		!
!	26 8427	(=/s)	20 3685	{m/s}	15 347	(m/g)	26.8427	(m/s)	20.388	5 (m/s)	15 347	) (m/s)
•	C# H50.	(p	Ps	Co	Ps cm.H2D	Ср	Ps cm H20	Ср	Ps cs.H20	Ср	Ps cm H20	Cp
1	-1 £12 ! -1.472 !	365	- 866 - 866	300	- 433 -,433	.274 .274	-3.377 -3.204		-2.078 -2.078		-1 212	
1 4 1	-1.645 : -1.905 :	818	-1.039   -1 212	233 167	- 693		-3.637	173		200 333	-1 386	294   - 353
5		- 846	-4 936     -4 503     -3 611	-1,267   -1 100   - 833		-1.235   -1.118  882		212	-2.598 -2.338 -2.165	267	-1.472 -1.299	- 294
1 8		- 462	-3 377 ( -3 631 (	- 667	-1.905   -1.819	706	-3.637	173	-2.165 -2.165	200	-1.299	- 294
1 10	-4.590   -4.244	- 305 - 305	-2 944 -3 031	- 533	-1 732   -1 732	586	-3.637 -3.811	173 212	-2.165 -2.338	200 257	-1.299 -1.299	- 294   - 294
,	-5 110     -5.110     -4 502	- 500	-3 464     -3 464     -3 031	- 700	-1.905   -1.905   -1.732	706	-4.503     -4.677     -4.503	365 404 365		500	-1.472 -1.645 -1.472	529
15	-4 070 -3 897	- 269	1 -2 771 1 -2 685	- 433	-1 559   -1.472	471	-4.244	308	-2.685 -2.511	400	-1 472 -1 386	412
1 18	-3.897   -2.338	115	-2 598   -2 338	267	-1 472   -2 338	1 -1.000	-3.611     -3.637	- 173	-2.338   -2.252	233	-1.299 -1.212	- 235 1
1 80	-3.811     -3.811     -3.204	- 212	-2 511   -2 511   -2 165	~.333	-1 472   -1 299   -1 212	294	-3.637     -3.551     -3.204	154	-2.252     -2.165     -2.078	200	-1 212   -1 212   -1 212	235
1 55	1 -3 811 1 -3 811	- 212	-2 511   -2 511	- 333	-1.299	- 294		135	-2.165 -2.165	200	-1.212	235
	-3 811	- 212	-2.511   -2.598	- 367	-1 299   -1.299	294	-3.551     -3.637	173	-2 165 -2.165	200	-1.212	- 235
27	-5 629	- 615   - 308   - 404	-2 771   -2 858   -3.204	- 467	-1 472   -1.559   -1.732	- 471	-3.724     -4.070     -4.417	269	-2.338   -2.511	333	-1.299 -1.472 -1.559	
1 28	-4.677   -4.936   -5.369		1 -3.377	667	1 -1.819	- 647	-4.417     -4.417     -4.677	346	-2.771     -2.771     -2.944	433	-1.472 -1.559	412
31	-3 637 -3 897	1 - 173	1 -2 771	433   - 433	1 -1 472	- 41E	-3.637   -3.204	173 077	-2.338 -2 338	267 267	-1.472 -1.299	- 412   - 294
33		- 558	1 -3 031 1 -3 637	- 767	-1 386   -1 905	706	1 -3.204	.038	-1.905	100	866	
35   36   37	1 -6 669		-4.503   - 779   - 606	.333	433	. 294	-2,685     -2,944     -2,944	.038 019 019	-1.645   -1.819   -1.819		-1.039	118 [
38	-1 039	494	606	.400		.353	-2.944   -2.685	019	-1.819   -1.732	067	-1.039 -1.039	- 118

Appendix E. Table 3. Heasured data and compute pressure distribution for b1/b2=0.75 , g/b2=2.25 , T1=290 K.

	i	D - S	hape					Square -	Shape		
	26.8427 /m/s)	20.3005	(m/s)	15 3479	(m/s)	26.8427	(m/s)	20.3885	(m/s)	15.3475	(m/s)
•	Ps 1 Cp	PE	Cp	Ps cm.H20	Ср	Ps   cm.H20	Ср	Pa ] cm.H20 ]	Cp	Ps :	Ср
	1 - 606 1 500	433	.467	- 173	.471	-2.338	.115	-1.472	. 067	779	. 059
!							.115	-1.472 1	. 067	- 866	. 000
2	1 -1 029   404	- 606				-2.511	.077	-1.645	.000		
		,				-2.771	.019	-1.819 j		-1.039	118
4		-5.110		-2 771		-5.976	692	-3.637	767	-2.338	
5		-5 110					462	-3.031	533	-1.905	- 706
6	,	-4.590		-2 598		-4.503			433	-1 645	
7		-4.590     -4.070				-4.417				-1.645	529
8	-0 000	1 -3 637 1		1 -1 992		-4.417			433	-1.645	
9				-1.905		-4.417			~.433	-1 645	
10		-3 377		-1.819		-4.503			533	-1.819	647
1 1		-3 204		1 -1.819		-5.629			~.733	-1.992	- 765
31		1 -3 204				-5.802		-3.637	767	-1.992	765
13		-3 631		1 -1 819		-5.110		-3.204	600	-1.905	706
14		-5 858		1 -1 645		-4.503		-2.944		-1.819	
15	1 - 4 ( 4 )	389 3- 1		1 -1 .472				-2.685	400		
16		1 -8 511		1 -1 472		1 -4.070		-2.598	367		476
17		1 -2.511		1 -1 472		1 -4.670		-2.511		-1.472	
18	1 -4 670 1 - 269	1 -2 511		1 -1.472		1 -3.897		-2.511		-1.472	
19	-3 444 - 250	1 -5 511		-1 472		-3.897				-1.472	
20	-3.857 1 - 231	-£ 238		1 -1.472		-3.724		-2.511		-1 472	
P 1	-3 811 - 212	-2 339	- 267	1 -1 472		-3.551		1 -2.338		-1 472	
2		1 -2 511	i - 333	1 -1 472		-3.724		-2.338		-1 472	•
23	1 7 7 1 12.	-2 511	i333	1-1.472		-3.811				-1.472	
24		1 -2 511	333	-1 472		-3.811		1 -2.425			
	1 - 1	-2 511		1 -1.472		1 -3.811				1 -1 472	
25		-2 771	~ 433	-1.472	- 412	-3.897	J231	1 -2 511		1 -1 472	
26		-2 858		1 -1.645	529	-4.070				1 -1 645	
27		-3 204		-1.819		-4 763	423	1 -3.031	533	1 -1.819	
88	1 -4 330 1 400		- 667			-5 110	500			-1 905	170
Sé	1 -5 110 1 - 500		,	-1 992		-5.629	615			1 -2.078	
30	1	1 -3 551	- 600			-4.070	269			1 -1.732	
31	1	1 -3 204		-1 905		-3.637	1 173	1 -2.511		1 -1 386	
32	1 -5,50.	1 -3.551	1 - 733	-1.905		-3.204		-2.336	267	1 -1.039	
33	1 -2 60: 1 0.	1 -3.724		1 -1.705	-1.235			-2.338	267		
34	1 -7 .01 1 - 942					-4.070		-2.511	333		
35	-7 534 1 -1 038	, , , , , ,		-2 771		-1.905		-1.039		1606	
36	1 -1 035 1 464					1 -1.905	212	-1.039	. 233	- 606	
37	- 606 1 500							-1.039	. 233	- 606	
38	- 606 1 500	1 - 260				1 -1.819		-1 299			1 11
39		- 433	.467	- 173	471	1 -2.165	1 .134	1			

Aptendix B. Table ( Measured data and computed pressure distribution for b1/b2=0 37, g/b2=2.85, T1=290 K .

!	!		p - 9	hape			!		Square -	- Shape		
	86 942	7 (#/#)	20 300	(m/g)	15 347	(m/s)	26.842	7 (m/s)	20.388	5 (=/s)	15.347	) (m/s)
•	₽# C= H20	(p	P# c= H20	Cp	Ps cm. H20	. Cp	Ps cm.H20	Cp	Ps cm. H20	Cp	Ps cm.H20	Cp
11	361	692	433	. 800	.260	.765	- 433	.538	173	.567	- 087	529
1 8 1		1 692	433	800	260	.765	433	. 538	173	.567	087	.529
1 3 1							433		173	.567	- 087	a529
4 1							606					
5 1					-2 511						-2 771	
6 1		-1 000	-4.503	-1 100	-2.685	-1.235	-8.400	-1.231	-5.283		-2 771	
1 7 1		-1 000	-4 763	-1.200	-2.771	-1.294	-7.967	-1.135	-4.936	-1.267	-2 771	
					-2.771				-4.763		-2.511	
					-2.165		-5.629		-4.070		-2 165	
					-1.992		-4.763		-3.724		-1 992 -1,819	
					-1.905		-4.936		-3.291		-1.732	
					-1 819		-4.503		-3.118		-1 645	
					-1 645		-4.503		-2.944		-1 645	
15	-4 417	- 346	-2 771	- 433	1 -1.559		-4.330		-2.858		-1.559	
16	-4 24-	- 308	-2 685	400	1 -1.472		-4.157		-2.771		-1 472	
17	-4 070	- 249	-2 685	- 400	1 -1.472		-4.157		-2.771		-1.472	
18	-4 676	: - 269	-2 511	- 333	-1.472	412	-4.070		-2.685		-1 472	
		1 - 231			-1.472		-3.984		-2.685		-1.472	- 412
					-1.472		-3.897	231	-2.511	333	-1 386	353
		515			-1.299		-3.724	192	-2.425	300	-1.386	353
		1 - 515			1 -1.299		-3.984	250	-2.511	333	-1 386	353
		- 231			-1.299		-3.984		-2.598	367	-1.386	353
		- 231			1 -1.299		-3.984		-2.598		-1_472	
	1 -3 64		1 -2 425		1 -1 472		-3.984		-2.685		-1 472	
		! - 269			1 -1.472		-4.070		-2.771		-1.472	
		- 308			1 -1.559		-4.417		-2 944 ]		-1.559	
		1 - 483			1 -1.645		-4.936		-3.291		-1.732	
	1 -5 770				1 -1.819		-5.196		-3.551		-1 905	
					1 -1.992		-5.369		-3.637		-1.905	
	1 -6 843				-2.425		-5.196		-3.551     -4.503		-1.992	
		1 - 962	1 -4 743	1 -1 200	1 -2.771	-1.057	-7 075	665	-4.503 J -5.369 l			
33		1 -1 135	5 196	1 -1 767	1 -2.858	1 -1.353			-5.367   -5.862			
									-5.802			-1.294
1 36					173				-5.802 ]			
1 37			173		173							
38			- 173		087		087					
39			- 173		087		087					
									967 [	. 600		

According P. Table 7. Measured data and computed pressure distribution for b1/b2=0.25 , g/b2=2.25 ,T1=290 K .

!	!		D - 9	Shape			!		Square -	- Shape		!
į	26 8427	'#/# '	20 3689	5 (m/g)	15.347	9 (m/s)	26.842	7 (m/s)	20.388	5 (m/s)	15.347	9 (8/8)
•	P# ;	Cp	Ps   cm.H20	Ср	Ps cm.H20	Cp	Ps cm.H20	Ср	Ps cm.H20	Ср	Ps cm.H20	Ср
1 1	775	808	606	.867	.260	.765	.520	.750	.260	.733	.173	.706
iż		808			.260	.765	.520	.750		.733		
1 3	775	808			.260	.765	.520	.750		.733		
1 4	60:	769			.087	.647		.731		.700		
i 5	-5 575 :		-4.070		-2.165	882	-7.101	942	-4.070		-2.338	-1.000
i 6	-6 635	- 750	-4.244	-1.000	-2.252	941	-7.275	981	-4.244		-2.425	-1.059 i
1 7	1 -6 727 (	- 769	-4 330	-1 033	-2.338	-1.000	-7.361	-1.000	-4.417	-1.067	-2.511	-1.118
i e .	-5 656	- 846	-4.503	-1 100	-2.336	-1 000	-7.534	-1.038	-4.417	-1.067	-2.511	-1.118
1 9	-4 656 ;	846	-4 244	-1.000	-8.852	941	-7.101	- 942	-4.070	933	-2.338	-1.000
1 10	-6 322 :	- 769	-4 070	933	-2 165	882	-6.582	827	-3.637	767	-2.165	882
1 11	-5 543 ;	- 596	-2 724	- 800	-1.992	765	-5.716	635	-3 377	667	-1.905	706
1 12	-5 662 .	- 654	-3.551	733	-1.819	647	-5.283	538	-3.031	533	-1.732	- 588
1 13	-5 265 1	- 558	-3.377	667	-1.732	588		442			-1.645	
1 14	-4 936	- 442	-3 118	567	-1.645	529			-2.685	400	-1.559	471
15	-4 590 1	- 385	-3.031	- 533	-1.559		-4.503		-2.598	367	1 -1.472	412
1 16	-4 -07	- 365	-2 858		-1.472	412			-2.598	367	-1.472	412
1 17	-4 333 1	- 327	-2 771		-1.472	412			-2.598		-1.472	
	-4 07	- 209	~2.598		-1.386		-4.070		-2.598		-1.386	
	-3 897	- 231	-2 511	- 333	-1.386	353	-3.984		-2.598		-1.386	
	-3 611	- 212	-2.425	300	-1.299	294	-3.811		-2.511		-1.299	294
	-3 724	- 192	-E 425	300	-1.299	294	-3.811				-1.299	
1 22		- 212	-E 511	333	-1,299	294	-3.897		-2.685		-1.299	294
	2 997	- 231	-2 511	- 333	-1.299	294	-3.897		-2.685		-1 299	
	-3 954	- 250	-2 511	- 333	-1.386	353	-3.984		-2.685		-1.299	
25	-3 98-1	- 850	-6 511		-1.386		-3.984		-2.771		-1.386	
	-4 070	- 219	-2 685	- 400	-1.472	- 412			-2.858		-1.472	412
1 27	-4 41 1		-2 858 1	467	-1.559	471	-4.417		-3.031	533		
1 22 1			-3.204	600	-1.645	529	-4.936		-3.377		-1.645	
, ,			-3.377		-1.732	- 588	-5.283		-3.551		-1.732	
			-3.3/{     -3.464		-1.819	- 647			-3.637		-1.819	
1 30 1						706			-3.897		-1.905	706
1 31 1	-6 454 1		-2 637 1		1 -2.338	-1.000		942			-2 425	-1.059
1 35 1	-2 016 1		-4 763		-2.598	-1.176		-1.058			-2.685	
1 33 1		. 1 036	-5 110				-7.967		-5.369		-2.771	-1 294
1 34 1	1 126 :	666	-5 543 1	-1.500	-2.944	-1.412	-7.967		-5.369		-2.771	-1.294
35	-7 621 1	9 20 1			-2.771			.615	173	567		
1 36 1		1 096			.087	.647			173	.567		
1 37 1	- 08T 1	6.2				.647	087					
1 38 1	- 66. i	(15										
1 39 1	- Cε^ ;	£15	087	667	.087	. 647	087		113	.501	1	, ,,,,,

Appendix P. Table 8. Ressured data and computed pressure distribution for b1/b2=1.0 , g/b2=2.0 ,T1=290 K .

!	!	D - Shape 26 8427 (m/s)   20 3885 (m/s)   1					!		Square -	Shape		
!	26 8467	' (m (s)	20 3885	(m/s)	15 3479	(2/2)	26.8427	(m/s)	20.388	(*/*)	15:347	(m/s)
•	P# 1	Cp	P# 1	Ср	Ps cm H2O	Cp	Ps cm.H20	Ср	Ps cm.H20	Ср	Ps cm.H20	Сp
1	-2 165	154	-1 478	.667	693	.118	-3.984	250	-2.425	300		294
	-2 165 1		-1 472	067			-3.984				1 -1.299	294
1 3 1	1 -2 511 1		-1.645	. 800			-4.417		-2.598		1 -1.386	
1 4	-E 685 1	038	-1 819 [	- 067			-4.677				-1.559	
	-6 848 1		-4.503 [		-2.165		-3.637	173	-2.338		-1.212	
6	-5 629 !	- 615	-3 637 1		-1.905		-3.377	115			1 -1.126	
7	-4 936 1		-3 204		1 -1.645		1-3.291	096			1 -1 126	
8	4 761 1	- 4£3	-3 118		1 -1.472		-3.291				1 -1.126	
	1 -4 590 9	• • • •	-3 031		1 -1.472		-3.377				-1.126	
	1 -4 763 :		-3 116		1 -1.559		-3.551				1 -1.212	
1 11	1 -4 936 1		1 -3 204 1		1 -1.645		-3.897				-1.386	
	1 -5 EO2		1 -3.724		1 -1.905		-4.850				-1.645	
1 13	-5 807		-3.784		1 -1.905		-5.023		-3.204		-1.732	
14	1 -5 110		-3.377		1 -1.732		-4.590				-1.645	
1 15	-4 590	1 - 265	-3.031	533	1 -1.645	529	-4.503	365	-2.858		-1.559	
1 16	-4 244	- 368	1 -2 771	- 433	1 -1.472	412	1 -4.070				-1.472	
1 17	1 -4 1E:	208	-6 665	400	1-1.478	1418	-3.724	192	-2.338	267	-1.386	353
1 18	-4 070		-2 598		1-1.472	- 412	-3.551	154	-2.338	267	-1.299	294
1 19	-4 676	- 269	286 3- 1	400	1 -1.472	412	-3.551	~.154	-2.252	233	-1.299	
1 20	-4 075	- 269	1 -2 511	333	1 -1.299	294	-3.464	135	-2.252	233	-1.299	294
1 21	1 -3 697	- 231	-2 425	300	1-1.299	294	-3.204	677	-2.165	200	-1.212	235
1 22	-3 984	1 - 250	-2.511	333	-1 386	353	1 -3.377	115	-2.165	200	-1.212	235
23	-3 984	250	-E E98	367	1 -1.386	353	-3.464	135	-2.165	200	-1.212	235
24	-3 984	250	-2.599	367	-1.386	353	-3.551	154	-2.252	233	-1.212	235
1 25	1 -4.070	1 - 269	1 -2.685	400	1 -1.386	353	-3.637	173	-2.252	233	-1.299	294
1 26	-4 244	- 308	-E 771	433	-1.472	1412	-3.897	231	-2.425	300	-1.386	353
		- 345	-2.858	467	1 -1.559	1471	-4.070	269	-2.598	367	-1.472	412
	1 -5.110	- 500	-3 291	- 633	-1.819	647	-4.503		-2.771	433	-1.645	529
	-5.369		-3.464		-1.819		-4.844		-2.685	400	-1.559	471
	788 2- 1		-3 611		1 -1.992		-4.763		-2.858	467	-1.645	529
	-3 637		-2 339		1 -1.212		-2.858		-1.905	100	-1.126	176
	1 -3 811		-2.425		1 -1.299		-2.585		-1.732	033	953	059
	-3.897		1 -2.511		-1.299		-2.598		-1.645			
	-4 244		-6.771		1 -1.559	471			-1.732	633		118
35			-3.551		1 -1.905		-3.204		-1.905		-1.126	
	1 -1 905		-1 212		693		-4.070		-2.425			
1 37			1 -1 212		- 693				-2.425		-1.472	
1 36			-1.212		692		-3.897		-2.425		-1.472	
	1 -1 645		1 -1 039		520		-3.377		-2.252		-1.386	
1 39	1 -1.545	. 267	039	. 233	1320	; .= 35	, -3.311	1				

Appendix B. Table 9. Heasured data and computed pressure distribution for b1/b2=0.75 , g/b2=2.0 ,T1=290 K .

		D -	Shape					Square -	Shape		
	26 8427 (m/s	)   20 360	5 (m/s)	15.347	) (m/s)	26.8427	(m/s)	20.3885	(m/s)	15.3475	(m/s)
	Ps   Cp cm. H20	Ps cs H20	i Cp	Ps cm.H20	Ср	Ps ca. H20	C₽	Ps cm.H20	Ср	Ps ca.H20	Cp
		65   - 779	333	433	.294	-3.031	038	-1.819	067	953	059
		65   - 779	333	433	.294	-3.031	036	-1.819	067	1953	
		08 1 866		520	. 235	-3.551	- 154	-1.992	~.133	-1.039	-,118
		EO 1 -1.039		606	.176	-3.897	231	-2.165	200	1 -1.212	235
5				-2.771	-1.294	-4.503	365	-2.771	~.433	1 -1.472	412
6	-7 706 1 -1 0		1 -1 267		-1.118	-4.070	269	-2.511	~.333	-1.299	294
7			-1 000			-4.070	269	-2.338	267	-1.299	294
				-1.819		-4.070	269	-2.338	267	1 -1.299	294
	-5 196 1 - 5	,		-1 645		-4.157	288	-2.338		1 -1.299	294
10				-1.559		-4.417	346	-2.511	~.333	1 -1.386	353
11			,	-1.559	471	-4.677	404	-2.685	400	1 -1.472	412
12				-1.732		-5.889	~.673	-3.377	667	1 -1.819	- 647
13				-1.732		-6.149	731	-3.551	733	1 -1.905	706
	-4.763   -4			-1.472		-5.369		-3.204		-1.819	647
				-1.299		-4.936	- 462	-2.858	467	-1.559	471
15				-1 299		-4.244		-2.511	333	1 -1.386	353
16	-4 157 6			-1.299		-4.070		-2.338	267	-1.299	294
17				-1.299		-3.984		-2.338	267	-1.299	294
16	.,				294			-2.338		-1.299	294
19				1 -1.299		-3.984		-2.252		1 -1.212	
	-3.984 18			1 ~1.299		-3.637		-2.252		1 -1.212	
	-3.984   - 8			1 -1.299	,			-2.252		-1.212	
23	-3 984  8			1 -1.299				-2.252		-1.212	
23			,	1 -1.299	294	-3.811		-2.252		-1.212	
24				1 -1.295	1294		231	-2.338		-1.212	
25	-4 070 1 - 2			1 -1.299	294			-2.336		-1.299	
26	-4.157 : - 8	98   -2 944		1 -1.386	353					-1.386	
27	-4 417   - 3	46   -3 118		1 -1.472	1412			-2.511		-1.559	
28	-4 936   - 4				529	-4.850		-2.944		1 -1.645	
	-5 196 1 - 5	19   -3.724		1 -1.732	588			-3.031	700	-1.819	_
30		15 1 -3.984	900	1 -1.819		-5.629	1615		200	-1.472	
	-4.070 : - 8			-1 645	529			1 -2.165			
38		46 1 -3 031	533	-1 559	471			-2.078			10,100
	-5 110 1 - 5			-1.738				-1.905	100		
34		50   -4.244		-1.905	706			1 -1 732	033		
	-7 708 1 -1 0			-2.425		-2.771		-1.645	.000		
36		04   - 606			1 .412	-2.338					
		104   - 606			.412						
37		04 1 - 606		,		-2.511	.077				
		104   - 606				-2.165		1 -1.386	. 100	1 - 779	059

Append: f Table 10 Heasured data and computed pressure distribution for b1/b2=0 625 , g/b2=2.0 , T1=290 K .

! !			D - 9	hape			 !		Square	- Shape		
	26 8427	(e/s)	£0 3885	(m/s)	15.3479	(m/m)	26.8427	(m/s)	20.388	5 (m/s)	15.347	9 (m/s)
i • i	P# 1	Cp	P# 1	Ср	Ps cm H20	Cp	Ps	Ср	Ps cm . H20	Ср	Ps cm.H20	Cp
!!							!		1			i
è		442	- 520		260 260		-2.511     -2.511		-1.472	.067	866	.000
	-1 126	395			346		-2.511     -2.771		-1.472			
	-1 476		- 953		520		-3.031		-1.645   -1.819		953	
	-8 054						-5 474		-3.637		-1.039 -1.299	
			-4 850				-4.936		-3.897		-1.905	
	-6 842 1		-4 417				-4.503	,	-2.771		-1.645	
1 8 1	-6 149 1	- 731	-3 724	- 800	-2.078		-4.417		-2.685		-1.645	
9 1	-5.365	558	-3 291	- 633	-1.819	647	-4.503		-2.685		-1.645	
1 10 i	-5.022 1		-3.031	533	1 -1.732	588	-4.677		-2.858		-1.732	
	-4.763		-2.858		1 -1 .645		-4.936		-3.031		-1.819	
1 12	-4 936 1	- 462	-2 031	533	-1.645		1 -6 149 i		-3.637		-2.165	
	-4 763 1		-E 944		1 -1.645		-6.149		-3.637		-2.252	
	-4 936 1		256.3-		1 -1.472		-5.369 i		-3.204		-2.078	
	-4 763 1		-2.511		1 -1.386		-4.677	404	-2.771		-1.819	
	-4.417		-2.425				-4.157	288	-2.598		-1.645	
	-4 070 1		-5 338	7.267	-1.386	353	-4.070 j		-2.511	333 i	-1.559	
	-3 984 1		1 -5 236		-1.386		-3.984		-2.425		-1.559	
	-3 984 1		-2 238		-1.386		-3.984	250	-2.425	300 1	-1.559	471
	-3 897 1		-8.336		-1.299	294	-3.897	231	-2.338	267	-1.559	471
	-3.897 !		1 -8 252		1 -1 .299		-3.811		-2.338	267	-1 .472	412
	-3 724 1		-2.252		-1.299		-3.811	212	-2.252	233	-1.472	- 412
	-3.724 1		-2.336				-3.811		-2.252	233	-1.472	412
	-3 811 !		-2.425		1 -1.386		-3.897		-2.338	267	-1 .472	- 412 [
	-3.811		-E E11		1 -1 386		-3.897		-2.338	267	-1.472	412
	-3 697 1		-2 598				-3.984		-2.336	267	-1.559	471
	-3.984		286 3- 1		-1.559		-4.070		-2.511	333	-1.645	529
	-4 070 :		-3.031				-4.763		-2.858		-1.905 [	
	-4 244 1		-3.204		1 -1.819		-5.110 }		-3.118		-1.992	
	-4 763 1		-3 464		-1.905		-5.802 1		-3.118		-2.338	
	-E 057		-2 511		-1.472		-3.464		-2.338		-1.472	
	-5.283		-3 031				-3.204		-2.078		-1.386	,
	-4 070 :		-4.076		-2 165		-3.204		-1.992			
	-4 936 1						-3.464		-2.078	167		
	-6 062 :						-4.070		-2.252	- 233		
	-7 875 :	• • •			173		-1.905		-1.039	.233		
1 38	7 709 :				173		-1.992		-1.039 j	. 233		
		500			173		-1.905		-1.039	.233		
1 39	520 )	519	- 433	467	173	.471	-1.039	.404	-1.039	. 233	693	.118

Appendix B. Table 11. Heatured data and computed pressure distribution for b1/b2=0.50, g/b2=2.0, T1=290 K .

!	!		. D - 9	hape			! !		Square	Shape		
-	26 645:	1m/s1	20 3689	(m/s)	15.347	(m/s)	26.8427	7 (m/s)	20.388	5 (m/s)	15.3479	( <b>a/</b> s)
•	P#     cm H20	Ċp	Ps cm H20	Cp	Ps cm.H20	Ср	Ps cm.H20	C <sub>P</sub>	Ps ca.H20	Cp	Ps ca.H80	Ср
1 1	- 605	500	- 346	.500	173	. 471	-1.819	.231	-1.039	. 233	606	.176
įε	606	.500	346	.500	173	.471	-1.819		1 -1.039	.233		. 176
1 3	779	462	346	.500	173		1 -1.905		-1.126	.200		176
1 4	1 -1 039 1	404	606		433		-1.992	.192		.167		.118
5				-1.367	-2,771	-1.294	-8.400	-1.231	-5.369	-1.433		-1.294
1 6	-8 400 .	-1 221	-5 456	-1.467		~1.353	-7.101	942	-4.244	-1.000		-1.000
1 7		1 135	-2 053 1		-5. 682	~1.235	-5.716	635	-3.551	733	-1.905	
1 8	1 -7 534 1	-1 026	-4 850	-1 233		~1.059	-5.369	558	-3.204	600	-1.732     -1.645	588
9	1 -6 322 1		-4 157		-2.165	882	-5.196	519	-3.031   -3.031	533 533	-1.645	529
1 10	1 -5 802 1	654			-1.905			500	-3.118	567		529
1 11	-2 563 1	- 536	-3 551		-1.819		-5.196     -5.976	519		767		706
1 12	-5 116 1	- 500	~3 464		-1.732		-5.976     -5.802	654		700		706
1 13	1 -4 936	- 462	-3 377		-1.645		-5.802     -4.936	462		500		- 471
1 14	1 -4 590 1		-3 204		-1.559		-4.417					412
15	-4 502 !	- 365			-1.478		-4.844	308	-2.598		-1.472	
	-4 417		-2 944		-1 472 -1,472		-4.244	308	-2.511		-1.472	412
, , .	-4 327	- 327			-1.478		-4.157		-2.511		-1.472	
1 18			-2,856				-4.157		-2.511		-1.472	412
1 19	4 157 1		-6 658		-1,472		-4.070	269			-1.386	353
1 60	-4 070 1		-2 771		-1 386		-3.811	212			-1.386	353
[ 21	-4 070		-2 771		-1.386		-3.984	250			-1.386	353
1 55	-4 070 1	269			-1 386		-4.070	269			-1.386	353
[ 53 ]	4 070		-2 771				-4.070	269	-2.511		-1.386	353
1 24	-4 670 :		-£ 858		-1.472		-4.070	269	-2.511		-1.386	353
25	-4 070		-2 650		-1.472			269			-1.386	353
1 26	-4 330 :		-2 944		-1.645		-4.244		-2.598		-1 472	
1 27		- 365			-1 819		-4.763	423			-1.559	471
28					-1,905		-5.369	558			-1.732	588
1 29	-5 683		-3 464				-4.936		-3.637		-1.905	- 706
30		-	-3.551				-3.637		-2.338	267	-1.386	
31	-5 35	- 518	-3 637	867			-3.897		-2.338	267	-1.299	294
35		- 846	-3.897	-1.100	-2 771		-4.417	346		400		353
33		-1 078		-1.100			-5.110	500		600	-1.905	706
34		-1 096	-5 196	-1.367	-7 431	-1.471		-1.038		-1.100	-2.425	
35		-1 192					-1.039	.404		.400	433	. 294
36		236	- 173				-1.039			.400	433	
37		9.38					-1.039	.404			433	.294
38		5 16		7.7			1 -1.039				433	294
39	- +27 :	536	- 173	567	-,173		1 -1.437					

Appendix E. Table 12. Reasured data and computed pressure distribution for b1/b2=0-37, g/b2=2.0, T1=290 K .

!	1	D - Shape		1	Square - Shape	
1	26 8427 (m/s)	[ 20.3885 (m/m)	15 3479 (m/s)	26 8427 (m/m)	] 20 3885 (m/s)	15 3479 (m/s)
•	P#   Cp   em H20	PB   Cp   cm H2O	Ps   Cp cm H2O	Ps   Cp	Pa   Cp   cm.H20	Ps   Cp
1 2	1 1 035 1 861	346   767 5   346   767	173   706   173   706	953   .423  953   .423		346   .353    346   .353    346   .353
1 6	1 -6 755 1 - 66	8   260   .733 5   -4.503   -1.100 3   -4.763   -1.200 5   -4.850   -1.233	-2.598   -1.176   -2 685   -1.235	1 -1.212   .365   -8.833   -1.327   -8.660   -1.288   -7.621   -1.288	-5 196   -1.367   -4.936   -1.267	-2 858   -1.353   -2 685   -1.235
1 9	-7 534 ; -1 03   -7 361   -1 06   -7 015   - 93	e   -4 e50   -1 233 0   -4 417   -1 067 3   -4 070  933	-2.685   -1.235   -2.425   -1.059   -2.252  941	-6.668  846   -5.802  654   -5.369  358	-3.897  867   -3.377  667   -3.204  600	-2.165  882   -1.819   -647   -1.732  588
13	-5 802   - 65   -5 365   - 55   -5 110   - 50	4   -3.204   - 600 8   -3 031   - 533 0   -2 858   - 467	-1.819  647   -1 732  588   -1.645  529	-5.196  519   -4.936  462   -4.503  365	-3 031  533   -3 031  533   -2.944  500   -2.685  400	-1.645  529
1 16		4   -2 685  400 5   -2 598   - 367	-1.472  412   -1.472  412	-4.244  308   -4.157  288	-2 511  333  -2 511  333	-1.386  353   -1.386  353   -1.386  353   -1.386  353
	-3 984   - 25   -3 784   - 19	0   -2 425   - 300	1 -1 386  353	-4.070  269   -3.897  231   -3.724  192	-2 425  300  -2.338  267  -2.252  233	-1.386  353   -1.299  294   -1.212  235
23   24   25   26	-4 157   - 25	8   -2 425   - 300 6   -2 425   - 300 6   -2 511   - 333	-1.386   - 353   -1.386  353   -1.386  353	-4.070  269   -4.070  269   -4.070  269	-2.338  267  -2.425  300  -2.511  333	-1.299  294   -1.299  294   -1.299  294
27   28   29	-4 590 : - 39   -5 110 ! - 50   -5 369 ; - 50	5   -2 771   - 433 0   -3.031   - 533 8   -3.204  600	-1 559  471   -1.645  529   -1 732  588	-4.330  327   -4.936  462	-2.771  433   -3.204  600	-1.386  353   -1.472  412   -1.559  471   -1.732  588
30   31   32	-5 e02   - 65   -7 E34   -1 03	4   -3.291   - 633 2   -4 244   -1.000		-4.590  385     -4.936  462	-2.944  500   -3.637  767	-1 819  647   -1.645  529   -1.732  586   -1.905  706
1 34 1 35 1 36 1 37	-8 314   -1 2'   - 087   61	1   -5.863   -1.400 2   -5.196   -1.367 5   - 087   .600	-3.031   -1.471   -2.771   -1.294   .000   .588	-7.534   -1.038     -8.400   -1.231    520   .519	-5.110   -1.333   -5.629   -1.533   433   .467	-2.425   -1.059   -2.685   -1.235   260   .412
38	- 097 : 61	5   - 087   .600 5   - 087   .600 5   - 087   .600	.000   .588	]520   .519    520   .519    520   .519		- 260   412

Appendix B. Table 13. Heasured date and computed pressure distribution for b1/b2=0.25, g/b2=2.0 ,T1=290 K .

	!	D - Shape					Square .	- Shape		
	26.8427 (m/s)	20 3885 (m/s)	15.3479	(m/g)	26.8427	(m/s)	20.388	(m/s)	15.347	(m/s)
٠	Pa (Cp cm.H2C)	Ps   Cp	Ps	Cp .	Ps cm.H20	Ср	Ps cs.H20	Сp	Ps cm.H20	Ср
1	.953   846	520   .833	.260	.765	.260	.692	.173	.700	.000	.588
2	.957   846	1 250 1 833	1 .260 [	.765	.260	.692	. 173	.700	.000	. 588
.3	953 ! 846	1 .520   .833	1 085.	.765	.260	.692	.173	.700	. 000	.588
4	.606 1 769	087   667	.087	.647	.260	.692	.173	.700	.000	.588
5	-6 235 1750	1 -4.070 1933	1 -2.252 1	941 Î	-7.534	-1.038	-4.417	-1.067	-2.511	-1.118
6	-6.495 : - 868	1 -4 157 1967	i -2.338 i -	-1.000 i	-7.881	-1.115	-4.590	-1.133	-2.598	-1.176
7				-1.000 i	-7.967	-1.135	-4.763	-1.200	-2.685	-1.235
à		1 -4 417   -1 067		-1.000 i				-1.167		-1.176
			-2.252	941					-2.338	
10			1 -2.165	- 882			-3.897		-2.165	
	-6 062 1 - 712	, ,	1 -1.992 1	- 765			-3.464		-1.905	
12		, ,	1 -1.819 1		-5.883		-3.204		-1.819	
			1 -1.732	588	-4.850		-3.031		-1.732	
			1 -1.645 1	529			-2.771		-1.645	
14							-2.485		-1.472	
15			1 -1.559	471					-1.472	
	34 -4 850 1 - 442		1 -1 472	~.412			-2.685			
			1 -1.472		-4 244		-2.685		-1.472	
18	-4.244   - 348		1 -1 386 1		-4.157		-2.598		-1.472	
19	-4 070   - 269	1 -2 771  433	1 -1.386		-4.070		-2.511		-1.386	
20	-3 984   - 250	1 -2.685  400	1 -1.299 1	294 ]			-2.425		-1.299	
21	-3 811   - 212	1 -2 511  333	-1.299	294	-3.724		-2.252		-1.299	
25	-4 157 1 - 858	1 -2 771  433	1 -1.386	~.353	-3.984	250	-2.598		-1.386	
23	-4.244 1 - 306	1 -2 771 1 - 433	1 -1.386	353	-3.984	250	-2.598		-1.386	
	-4.244   - 308	1 -2 771 1 - 433	i -1.386 i	353	-3.984	250	-2.598	367	-1.386	
		1 -2 771 1433	1 -1 386 1	353 i	-4.070	269	-2.598	367	-1.386	- 353
		1 -2 944   - 500	1 -1.472 1	412 1	-4.157	288	-2.771	433	-1.472	412
		1 -7 204 1 - 600	1 -1 645 1	529 1		365	-3 031	533	-1.559	471
		-3 551  733	-1.732		-5.023		-3.291	~.633	-1.732	588
		1 -3 724 1800	-1.819	647			-3.464		-1.819	647
		1 -3 611 1 - 833	-1.905	706	-5.456		-3.637		-1.819	647
	2 04.	1 -4 070 1 - 933	-2.252	941	-5.629		-3.724	800	-1.992	
		,		, , , -1.000 i	-7.101		-4.763		-2.336	
		1 -5 110 1 -1.333			-7.534	-1.038		-1.333		
33		1 -5 369 1 -1 433		-1 294				-1.467		-1 353
34	, , , , , , , , , , , , , , , , , , , ,	1 -5 808 1 -1 600		-1.235						-1 294
35	-8 054 1 -1 154				-8.054					588
36	566 1 955	1 260 1 733	1 .000 1	.588	087					
37	260 1 693	260 1 .733	1 000 1	.588	.087					
38	340 1 345		1 .000 1	.588	.087					
39			1 .000 1	.588	.087	.654	.087	.667	.000	.588

## Appendix P. Table 14. Restured data and computed pressure distribution for b1/b2=1.0 , g/b2=1.75 , Ti=290 K .

			D - 9	hape					Square	- Shape		
	26 8427	incel	20 3889	(m/g)	15 3479	(m/g)	26.8427	(9/9)	20.388	5 (m/s)	1 15 347	(8/6)
•	P# em H20	Cp	P% c= H2G	Cp	Pg cm . H20	Ср	Ps ca.H20	Cp	Ps	i Cp	Ps cm.H20	Ср
,	-2 511		-1 559	033			-4.330	~.327	-2.771	433	1 -1.645	529
	-2.511 1		-1 559				-4.330	327	-2 771	433	-1.645	- 529
	-2 771 1		1 -1 919		-1.039		-4.936	462	-3.118	567	-1.732	588
	-3 204 1		-£ 076		-1.212		-4.850	442	-3.377	- 667	-1.819	647
	-5 629 1		-3 204		-1.905		-4.503		-2.685		-1.472	418
	-4.936 : -4.503		1 -2 771 1 -2 685		-1 645		-3.897		-2.338		-1.386	
	-4.502     -4.330		1 -2 685		-1.559   -1.472		-3.637		-2.338		-1.299	
	-4 330		-2 425		-1.472     -1.472		-3.551		-2.165		-1 212	
	-4.417		1 -2 598		-1.472		-3.551		-2.165		-1 126	176
	-4.503		-2.685		-1.559		-3.724		-2.252		-1.299	294
	-5 369 1		-3.204		-1.819		-4.503	192	-2.338		-1.299   -1.472	294 412
	-5 429		1 -3 291		-1.905		-4.763	423			-1 478	471
14	-4 936	- 462	1 -2 031		-1.732		-4.503		-2.858		-1.559	- 471
15	-4.417	- 3-6	1 -2 685		-1.559		-4.417		-2.771		-1.472	418
	-4 070 1		-2 425	300	-1 472		-3.984		-2.598		-1.386	
	-3 #9"		1 -2 338	267	-1 386		-3.724		-2.338		-1.386	- 353
	-3 E11		1 -8 336		-1.386		-3.637		-2.338		-1.299	294
	-3.811		1 -2 338		-1.386		-3.551		-2.338		-1 299 1	294
	-3 637		1 -2.252		-1.299		-3.464	135	-2 252		-1.212	235
	-3.464		1 -2.078		-1.212	235	-3.204	077	-2.078	167	-1 126	176
	-3:637		1 -2 252		-1 299	294	-3.377	115	-2.252	233	-1.126	176
	-3.637		1 -2.252		-1.299		-3.464	135			-1.126	176
	-3 724 1		1 -2 252		-1.299		-3.464		-2.252		-1.212	- 235
	-3.811     -3.897				-1.386		-3.551		-2.252		-1.212	235
	1 -3 897 1		1 -2 425		-1.386		-3.637		-2.338		-1.279 [	294
	-4 590		1 -2 598		-1.472   -1.732		-3.984		-2.598		-1.386	353
29			1 -2 631		-1.732     -1.732		-4.244		-2.858		-1 472 1	412
	-5 369		1 -3 204		-1.732		-4.070		-£.771		-1 472	412
	-3 291		1 -E 076		-1.212		-4.503 [ -2.858 ]		-2.944		-1 472	412
	-3 464		1 -2 165		-1.299		-2.685 [		~1.905 [ -1.819 ]		-1 039	- 118
	-3 551		1 -2 252		-1.386		-2.585		-1.817		-1 039	118 118
34			1 -2.339		-1.386		-2.685		-1.819		-1.039	118
35			-8 598		-1.472		-3.204		-2.165		-1.039	118
	-2.165		-1 472		- 866		-4.417		-2.944		-1.472	- 412
	-2 165		-1.472		- 866		-4.070		-2.685		-1.472	412
36	-2 165		-1 472		- 866		-4.070		-2.685		-1.472	412
39	201 3- 1	. 154	- 779		- 520		-2.511		-1.645		866	. 000

Accend:> R Table 15 Heasured data and computed pressure distribution for b1/b2=0.75 ,g/b2=1.75,T1=290 K .

	f *	0 - 9	Shape			! !		Square -	Shape		
	26 8427 (m/s)	20 3885	(m/s)	15 347	9 (m/s)	26.8427	7 (m/s)	20.388	5 (m/s)	15.3479	(8/8)
*	Ps : Cp	P=	Ср	Ps cm, H20	( Cp	Pg   Cm.H20	Ср	Ps cs.H20	Сp	Ps (	Cp
1	-1 905   212	-1 212	.167	606	. 176	-3.291	096	-1.992	133	-1.126	17
5	515 : 206 1-1	-1.212	.167	693	.118	-3.291	096	-1.992	133	-1.126	17
3	1 -2 076   173	-1.299	. 133	779	. 059	-3.897	231	-2.252	233	-1.212	£
4	-2 339 ) 115	1 -1 386	.100	866	. 000	-4.503	365	-2.598	367	-1.472	
5	-8 400 : -1 231	-5 283	-1.400	-2.944	1 -1.412	-4.417	346	-2.598	367		4
6	-6 928 1 - 904	-4 417	-1.067	-2.338	-1.000	-4.070	269	-2.425	300	-1.386	
7	-5 625 1 - 615	-3 724	800	-2.078	824	-4.070	269	-2.425	300	-1.386	3!
8	-5 365 ' - 558	-3 377	667	-1.819	647	-4.070	269			-1.386	3!
9	-5 110 1 - 500	-3.204	600	-1.732	588	-4.157	288	-2.511		-1.386	39
0	-5 027 : - 481	-3 204	600	-1.732	588	-4.330	327	-2.511			
1	-5 110 : - 500	-3.204	600	-1.732	588	-4.590	385	-2.771	433		
2	-5 602 1 - 654	-3 811	833	-1.992	765	-5.716	635	-3.291			6
3	-5 716 : - 63F	-3 724	- 800	-1.992	765	-5.889	673	-3.464		-1.905	
4	-4 936 1 - 462	-3.204	600	-1.738	588	-5.369	~.558	-3.118		-1.732	
5 i	+4 +17   - 346	-2 626	467	-1.559	471	-4.936	462	-2.858	467	-1.645	5
6		- č 685 i	- 400	-1.472	412	-4.503	365	-2.598	367	-1.472	
7	-4 157 1 - 258	-2 685	- 400	-1.472	412	-4.070	269	-2.425		-1.472	
8	-4 070 1 - 269	-2 685	400	-1.472	412	-3.984	250	-2.338	267	-1.386	
		-2 685	- 400	-1 472	412	-3.984	250	-2.338		-1.386	
0		-2 598		-1.386		-3.897	231	-2.252		-1.299	
				-1.299	294	-3.637	173	-2.165	200	-1 299 1	
	~3.984 - 250	-2 511		-1.386	353	-3.724 i	192	-2.252		-1.212	
	-3 554 1 - 250			-1.386	353	-3.811	212	-2.252		-1.212	
	-3 954 - 250			-1,386		-3.897	~.231	-2.252	233	-1.212 [	
		-2 598		-1.472		-3.897	~. 231	-2.252		-1.212	
	-4 070 1 - 219			-1.472		-3.897	~. 231	-2.252		-1.299	
7		-2 656		-1.559		-4.070	269	-2.425	300	-1.386	
	-4 936 1 - 462			-1.732		-4.763	423	-2.771		-1.559	
9 1		-3 377		-1 819		-5.023	481	-1.212	.167	-1.559	
	-5 716 1 - 635			-1.992		-5.629	615	-3.291	633	-1.819	
	-3 724 ; - 192 [			-1.299		-3.204		-1.992	~.133		
? ! E !				-1.478	412	-2 944	019	-1.732	033		
31				-1.905	706	-2.771		-1.559	. 033		
ا د اله		-3 377		-2.511		-2.598		-1.472			. 00
		-4 677				-2.511		-1.472			
5 1			.333			-2.685		-1.472			
6 1	-1 212 355 1		333			-2.858		-1.472			
						-2.771	.019	1 -1 472	.067		05
8 1		- 775				-1.472		- 953	.267	- 606	. 1

	<b></b>		· · · · · · · · · · · · · · · ·									
	} !	<b></b> .	p - 8	hape					Square -	Shape		į.
i	26 8421	(p/g)	20 3005	(m/s)	15 347	(m/s)	26.842	7 (=/+)	20.3885	(m/s)	15 347	(8/6)
•	P# 1	(p	Ps cm.420		Ps cm.H20	C <sub>P</sub>	Ps cm.H20	Cp	Ps   cs.H20	Cp	Ps cm.H20	Ср
	-1 38( ) -1 38( ) -1 38( ) -1 38( ) -1 38( ) -2 078   -2 660   -5 160   -5 160   -5 160   -5 160   -5 160   -4 157   -4 157   -4 157   -4 157   -4 157   -4 157   -4 157   -4 157   -4 157   -3 984   -3	327 327 250 173 1 246 1 125 5 126 5 15 5 15 5 17 5 18 5 18 5 18 5 18 5 18 5 18 5 18 5 18	- 666 - 666 - 1 039 - 1 126 - 4 157 - 7 629 - 4 157 - 7 629 - 3 116 - 3 116 - 3 116 - 3 177 - 7 204 - 3 177 - 2 596 - 2 596 - 2 336 - 2 336 - 2 338 - 2 338	300 300 233 200 -1 533 -1 267 - 667 - 667 - 667 - 667 - 667 - 333 - 367 - 330 - 300 - 267 - 267 - 267 - 267		. 235 . 235 . 235 . 176 . 659 . 1 588 . 1 412 . 1 118 . 882 . 796 . 796 . 796 . 795 . 785 . 785 . 412 . 414 . 415 . 416 . 417 . 417 . 418 . 418	cm.H20 -2.944 -2.944 -3.377 -3.637 -5.369 -4.563	- 019 - 019 - 019 - 115 - 173 - 365 - 365 - 365 - 365 - 462 - 750 - 750 - 750 - 596 - 442 - 327 - 288 - 269 - 269 - 269 - 269 - 269 - 250 - 273 -	CB.H20	967 967 200 200 267 407 433 457 500 900 733 567 400 307 400 		- 118   - 118   - 176   - 235   - 4647   - 412   - 412   - 412   - 471   - 765   - 765   - 765   - 647   - 412   - 412
25 26 27 28 29 30 31 32 33	-4.070     -4.070     -4.330     -4.936     -5.283     -5.283     -5.625     -4.157     -5.607     -7.015     -8.227     -606     -606	2647288584473400 - 2647473400	-2.338 -2.425 -2.598 -3.031 -3.118 -3.291 -2.685 -3.291 -4.070 -4.936 -520 -520 -520	- 267 - 267 - 367 - 533 - 567 - 633 - 633 - 400 - 633 - 933 - 1 267 433 433 433	-1.472 -1.472 -1.472 -1.559 -1.819 -1.905 -1.905 -1.559 -1.732 -1.905 -2.511 -2.511 -2.60 -260	412 412 412 471 647 765 765 471 588 706 -1.118 -1.471 .412 .412	-3.984 -3.984 -4.070 -4.763 -5.283 -5.889 -3.291 =3.204 -3.204 -3.204	250 250 269 423 538 673 096 077 077 077 077 077 077	-2.511   -2.511   -2.511   -2.511   -2.685   -3.031   -3.377   -3.811   -2.165   -1.905   -1.645   -1.992	333   333   333   400   533   667   833   200   100   .000   .000   167	-1.299   -1.386   -1.386   -1.386   -1.472   -1.645   -1.732   -1.645   -1.732   -1.039   -1.039   -1.039   -1.039   -7.79   -	- 294   - 353   - 353   - 412   - 529   - 588   - 706   - 235   - 118

Appendix E. Table 17. Measured data and computed pressure distribution for b1/b2=0.50, g/b2=1.75, T1=290 K .

!	! !		r - 1	hape			!		Square -	- Shape		!
!	26 8427	+m/s)	20 398	(m/g)	15.347	) (m/s)	26.8427	7 (m/s)	20.388	(m/s)	15 3479	(m/s)
•	Ps :	Ċp	Ps cm.H20	Cp	Ps cm.H20	Cp	Ps ca.H20	Cp	Ps cm.H20	Ср	Pg cm.H20	Ср
	866	.442	520	. 433	~.433	. 294	-2.338	.115	-1.472	. 067	953	059
i 2	866	442	- 520	. 433	~.433	. 294	-2.338	.115	-1.472	.067	953	059 }
i 3	-1.039 1	.404	606	.400	- 433	. 294	-2.771	.019	1 -1.732	033	1 -1.039	118
1 4	-1.472	.308	866	.300	520	. 235	-2.944		1 -1.905	100		
5	-8.660 1	-1.288	-5 283	-1.400	-3.031	-1.471	-7.188	962				
1 6	-8.833 ;	-1 327	-5.369	-1 433	-3.031	-1.471	-5.543		] -3.637		1 -1.992	
	-7 967 1	-1 135	1 -4 763	-1.200	-2.771	-1.294	-4.936		-3.377		1 -1.905	
8		- 948	-4 157	- 967	-2.338	-1.000	-4.850		-3.204			
, ,		- 692	-3.637	- 767		824	-4.850		-3.377	- 667		
1 10		- 596	-3.464		-1.905	706	-4.936	462			1 -1.819	
1 11	-5 110 I	500	-3.204		-1.819	647		500	-3.204		-1.905	
1 12	-5.110	- 500	-3.204		-1.819	647		692			-2.165	882
1 13	-4 936	- 402	1 -3 118		-1 732		-5.802	654	-3.897		-2.165	
1 14	-4.503	- 365	-2 858		-1 645		-5.023		-3.811		-1.905	
1 15	-4.330 1	- 327	1 -2 771	- 433	-1.559	471		365	-3.204	600		
1 16	-4 844	- 308	-2 685	- 400	-1.472	412		288	-2.858		-1.559	
1 17	-4 244	- 308	-2 685	400	-1.472	412		269	2.771		-1.559	
1 18	-4.157 1	- 248	-2 685	400	-1 472	412		269	-2.771		-1-472	
1 19	-4 070 1	- 269	-2 598	367	-1 472	412	-4.070		-2.771		-1.472	
1 20	-3.647	- 231	-8.511	- 333	-1.386	353		269	-2.685		-1.472	
1 21	-3 637 1	- 173	-2 339	267	-1,299	294	-3.724	192	-2.598		-1.386	353
33 1	-3 984 1	- 250	-2 511	- 333	-1.386	353	-3.897	231	-2.338	267		412
23	-3 984	- 250	-2.511	333	-1.386	353	-3.984	250		333		
24		- 250	-2 598	367	-1.386	353	-3.984	250	1 -2.511		-1.472	
25		- 269	-2 598	- 367	-1.559	471	-3.984	250			1 -1 472	
26	-4 157	- 288	-2 685	400	-1.732	588	-4.070	269	-2 598	367		
27	-4.503	- 365	-2.050	467	-1.819	647	4.070	269	-2.598	367		
1 28	-4 936	- 462	-3 204	600	-1.905	706	4.677	404	-2.598		1 -1.732	
29	-5 190 1	- 5.9	-3 291	633	-1 645		-5.196	519	-2.771	433	1 -1.905	- 706 [
	-5 283	- 538	-3 377	- 667	-1.905		-5.802		3.116		-2.165	- 882
1 31 1		- 365	-3 118	567	-1.645		-3.377		-3.377	- 667		
32	-5 865	- 673	-3 637	- 767	-1.992		-3.464	135	-3.897		1 -1.212	
1 33 1	-6 405 1	- 786	-4.330	-1 033	-2.338	-1.000	-3.724		-2.338	267		
34	-7 709 1	-1 077	-5 110	-1.333			-4.070		-2.338	267		
35	-8 400	-1 231	-5 369	-1 433	-2,944		-4.936	462			-1.992	
1 36	- 606	500	- 433	467	173		-1.472				693	
37	- 600	500	- 433	467	173		-1.645		-1.126			
38	- 606 1	500	- 433	467	- 173		-1.905		1 -1.126		693	
39		536	- 433	467	- 087	. 529	-1.039	.404	1 -1.126	.200	- 433	.274

Appendig E Table 10 Measured data and computed pressure distribution for b1/b2=0.37, g/b2=1.75,T1=290 K.

!	!		D - 1	hape			!		Square	- Shape		
!	26 847 :	18/67	20 3889	(=/=)	15.347	(8/8)	26.842	7 (m/s)	20.388	5 (m/s)	15.347	9 (=/#)
•	Ps :	Cp i	Ps	co.	Ps cm.H20	Ср	Ps cs.H20	Cp	Ps ca.H20	Cp	Ps c=.H20	i Cp
1	770 1	808	173	700	.087	.647	-1.472	700	-1.039	.233	- 606	176
į		. 808					-1.472		-1.039			
i 3		788	087	.667	.000		-1.645		-1.039			
1 4	422 1		260		173	.471	-1.905		-1.212			
į 5	-7 101 1	- 942	-4 417	-1.067	-2 685	-1.235		-1.423	-5.802		-3.551	
1 6	-7.534		-4 677	-1 167	1 -2.771	-1.294	-8.400	-1.231	-5 110	-1.333	-3.118	-1.529
7	1 -7 275 1		-4 763		-2.771	-1.294			-4.244	-1.000	-2 511	-1.118
8			-4.503		-2.685			750	-3.637	767	-2.338	-1.000
1 9			-3 897			-1.800			-3.377	667	-2.165	882
	1 -7 101 1		1 -3 551		1 -2 165		-5.369		-3.204	600	-2.078	824
	1 -6 065 1		1 -3 118		1 -1.905		-5.369		-3.204	600	-2.678	824
	1 -5 802 1		771		1 -1.819		-5.802	654	-3.291	633	-2.165	882
1 13			-2 685		1 -1.645		-5.369	558	-3.204	600	-2.078	824
	1 -5 110 1	- 500	-2.511		1 -1.559		-4.763		-2.858	467	-1.819	647
	1 -4 250 ;		-2 338		1 -1.472		4.503		-2.685	400	-1.732	588
	1 -4 763 !		1 -5.336		1 -1.472		-4.417		-2.511	333	-1.645	529
	1 -4 599 1		1 -6.336		1 -1 472		4.330	327	-2.511	333	-1.559	- 471
	1 -4 417		1 -5 338		1 -1.472		-4.330	327	-2.511	333	-1.559	- 471
	1 -4 244 !		-2 738		-1.472		-4.330	327	-2.511	333	-1.559	471
1 20			1 -2.165		1 -1.386		-4 070		-2.425	300	-1.472	412
1 21			-2.165		1 -1 299		-3.811	212	-2.425	300	-1.472	- 412
	1 -4 070		1 -2 165		1 -1.299	294	-4.070	269	-2.425	300	-1 472	- 412
	1 -4 157 1		1 -2 165		1 -1.386		-4.676	269	-2.425	300	-1.472	- 412
	1 -4 157 1		1 -2 165		1 -1.386	353	-4.076	269	-2.425	300	-1 478	412
1 52	-4 1E.		1 -2.165		1 -1.386	353	-4.157	288	-2.425	300	-1.472	- 412
1 26			-6 258		-1.386	353	-4.244	308	-2.511	333	-1.472	- 412
[ 27			1 -2.338		1 -1 472	- 412	-4.503	365	-2.771	433	-1.559	471
93			-2.598		1 -1.645	529			-2.944		-1.645	
1 29	1 -5 369 1		-2 771		1 -1.732		-5.543		-3.204		-1.819	
	1 -5 456 1		1 -5 826		1 -1.732		-5.802		-3.897		-1.992	
31	1 -5 715 1		-2.944		1 -1.905		-4.070		-E.771		-1.472	
			1 -3 724		1 -2 165		-4.503		-2.944		-1.472	
33			1 -3 984		-2.338				-3.204		-1.645	
1 34			1 -4.503		-2.771	-1.294			-4.070		-2.338	-1.600
35		-1.212			-2.685	-1.633	-8.400		-5.110			-1.353
36		. 5 9 6	087				-1.039	.404				. 353
1 37		5 9 6	087				1 -1.039					
38		<b>5</b> 96					-1.039					
1 39	1 - 173 1	596	.000	. 633	. 087	. 647	-1.039	.404	173	.567	- 173	. 471

ADDRESS: Table 19. Heasured data and computed pressure distribution for b1/b2=0.25  $_{\rm J}$  g/b2=1.75 ,T1=290 K  $_{\rm J}$ 

			p - 9	Shape			!		Square	- Shape		
	26 842	' (m/g)	20 388	5 (m/s)	15.347	9 (m/s)	26.842	7 (m/s)	20.388	5 (m/s)	15.347	9 (m/s)
•	Ps (	Ср	Ps cm.H20	Cp	P# cm.H20	Ср	Ps cs.H20	C <sub>P</sub>	Ps ca.H20	Cp	Ps cm.H20	Cp
1	693	758	.260	.733	.260	.765	.000	.635	.087	.667	. 600	.58
٤	697 1	768	.260	.733	. 260				. 087			
3	432 :	721	.260	.733	.087	.647	. 000	. 635	.087	.667	.000	
4	- CET	615	- 087	.600	087				.000			
5	-6 275 1	- 750	-3'811	- 833	-2.165	- 882			-4.677	-1.167		
6	-6 668 :	- 846	-3 697	867'	-2.252	- 941	-8 141	-1.173	-4.763	-1.200		-1.17
7	-6 669	- 846	-4.070	- 933	-2.338	-1.000	-7.967	-1.135	-4.763	-1.200	-2.598	-1.17
8	-7 191	- 942	-4.157		-2.338			-1.096	-4.677	-1.167		-1 11
9	-6 845	- 855	-4 070	- 933	-2.338	-1.000	-7.101	942		967		-1.00
10	-6 582	- 827	-3.697		-2.252	941		788		833	-2.165	88
11	-5 976	- 692	-3 784	- 800	-2.07e	824	-5.629		-3.464	700		
2	-5 976 1	- 652	-3 ES1	- 733	-1.905	706	-5.196		-3 118	567	-1.732	
3	-5 716		-3.464		-1 819		-4.850	442		467		
4			-3.204		-1.732		-4.677	404		433		
s i	-5 196		-3 118		-1.645		-4.503		-2.685	400		
- ,	-4 926		-3.031		-1.559		-4.330	327				
7			-2 771		-1.472		-4.244	308		333		
8	-4 330		-2 598		-1 472		-4.070		-2.338	267		
9 1		- 209 1			-1 386		-3.984		-2.338	267		
0 1	-4 070		-2.425						-2.252	- 233		
					-1.299		-3.897	173		- 200		
	-3.697		-5 336		-1.299		-3.637					
5	-4 157 !		-8.511		-1.386		-3.984	850		267		
3	-4 844 1	- 308			-1.386		-3.984	250		267		
4 1	-4 244		-2 685		-1,472		-3.984	250	-2.338	267		
5	-4 644 1		-2.685		-1.472		-4,070	269	-2.338	267		
6 1		- 346			-1.472		-4.157		-2.425		-1.386	
7	-4 677 :		-2.626 (		-1.559		-4.503		-2.598	367		
8	-4 936 )		~3.031 [		-1.645		-4.936			467		
9 1	-5 456 1		-3 291		-1 819 [		-5.283	538	-2.944			
0 1	-5.629 1		-3 464 [		-1.819		-5.456	~.577		533	-1.819	
1 1	-6 E35 1	- 750 1	-3 £37 l		-1.992	765		654		700		
2 1	-7 621 1	-1 050 [	-4 763	-1 200	-2.511		-7.534			-1.000 [	-2.511	-1.11
3 1	-7 881 1	-1 115	-E 653 I		-2.685		-7.708	-1.077	-4.590	-1.133	-2.685	-1 23
4	-7 967 1	-1 125	-5 263 1	-1 400 1			-7.967				-2 771	
15 i	-8 054	-1 154	-5 110 1	-1.333 }		-1.294		-1.173	-4.677			
6	- 606	500	- 433	467	087 (					.633		
7 1	- 346	5 . 6	- ce7	600 1	087					.633		58
8 1	- 346 (	335	- 027	600 1	087	.529	. 000				.000	
9 1	346	712 1	260 1	733 1	.087 [	.647	.000	. 635	.000	. 633	000	581

Appendix B. Table FO. Measured data and computed pressure distribution for b1/b2=1.0, g/b2=1.50 ,71=290 .

!!!		D - Shape			!		Square	- Shape		i
	26 842? 'm/s!	20 3885 (m/s	)   15 347	9 (m/s)	26.842	7 (m/s)	20.388	5 (m/s)	15 347	(9/5)
•		Ps   Cp   cs. H20	Ps   cn.H20	Cp	Ps cn.H20	Cp	Ps cm.H20	Сp	Ps cm.H20	Cp
1 3	-2.771 019 -2.944 - 019 -5.976 1 - 692	-1 992       -2 165   2   -3 204   6	67   -1 039 67   -1 039 33   -1 126 00   -1 212 00   -1 732 33   -1 472	118  176  235  588	-5.196   -4.936   -5.369   -5.802   -4.936   -4.330	462 558 654 462	-3.204 -3.204 -3.377 -3.637 -2.771	680 667 767 433	-1.732 -1 732 -1 819 -1 905 -1 645	- 588   - 647   - 706   - 529
7 1 8 1 9 1 10	-4.503   -365 -4.502   -365 -4.503   -365 -4.677   -404 -4.850   -442	-2 685   -14   -2 598   -13   -2 598   -13   -2 771   -14   -2 858   -14	00   -1 472 67   -1 472 67   -1 472 33   -1 472 67   -1 559	412  412  412  412  412	-4.070   -3.724   -3.637   -3.724   -3.811	269 192 173 192 212	-2.598   -2.338   -2.338   -2.165   -2.252   -2.252	267 267 200 233	-1 386 -1 299 -1 299 -1 212 -1 212 -1 212	- 294   - 294   - 235   - 235
13   14   15   16   17	-6.063   -712 -5.365   -558 -4.936   -462 -4.417   -346 -4.157   -298	-2 637   -7   -3 804   -6   -5 544   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -4   -5   -5	33   -1.819 67   -1.905 00   -1.732 00   -1.645 33   -1.472 00   -1.472	706  588  529  412  412	-4.503   -4.936   -4.503   -4.417   -4.070   -3.897	462 365 346 269	-2.685 -2.858 -2.771 -2.685 -2.425 -2.338	467 433 400 300	-1.472   -1.559   -1.472   -1.472   -1.386   -1.299	- 471 - 412   - 412   - 353
19 20 21 22 23	-4.070   - 269  -3.984   - 250  -3.637   - 173  -3.811   - 212  -3.811   - 212	~2,598   - 3   ~2,598   - 3   ~2,336   - 2   ~2,511   - 3   ~2,511   - 3	67   -1.472 67   -1.472 67   -1.366 67   -1.299 33   -1.366 33   -1.366	412  353  294  353  353	-3.724     -3.637     -3.551     -3.204     -3.464     -3.464	173 154 077 135	-2.252   -2.252   -2.165   -2.078   -2.165   -2.252	233 200 167 200	-1.299   -1.299   -1.212   -1.126   -1.212	- 274   - 235   - 176   - 235
26   27   28   29	-3 811   - 212 -3.697  231 -4.070  269 -4.936  462 -5 369  558	-2 599  3   -2 685  4   -2 858   - 4   -3.377  6	67   -1.386 67   -1.386 00   -1.472 67   -1.559 67   -1.819 33   -1.819	353  412  471  647	] -3.464 ] -3.551 ] -3.811 ] -4.070 ] -4.503 ] -4.670	154 212 269 365	-2.252   -2.338   -2.425   -2.858   -3.031   -2.771	233   267   300   467   533	-1 212   -1.212   -1.299   -1.472   -1.559   -1.386	- 235   - 235   - 294   - 412
33 34 35	-3 031   - 036   -3 031   - 038   -2 944   - 019   -2 338   115   -4 244   - 308	-1 592   - 1   -2 076   - 1   -2 165   - 2	00   -1 992 67   -1 126 33   -1 039 67   -866 00   -1 212 33   -1 212	176 118 .000 235	-4.677   -2.598   -2.598   -2.598   -2.858   -3.551	.058 .058 .058	-3.204   -1.905   -1.905   -1.905   -1.992   -2.511	100   100   100   133	- 866 1 - 866 1	- 471   - 059   - 000   - 000   - 118
37 38	-1.645 : 269  -1.905 : 212	1 -1 519 10	67   -1.039 67   -1.039 67   -1.039 33  606	118  118	-5.369   -4.936   -4.936   -3.204	558 462 462	-3.811 -3.551 -3.551 -2.425	833   733   733	-1.212   -1.905   -1.819   -1.299	- 235   - 706   - 647

Accending 6. Table 21. Ressured data and computed pressure distribution for b1/b2=0.75, g/b2=1.50, T1=290 K  $_{\odot}$ 

!	!		D - 1	hape			!		Square -	Shape		
1	26 8427	(m/s)	20.3685	(m/s)	15.3479	(m/w)	26.8427	(m/s)	.20,388	(m/m)	15.3479	(m/s)
•	Ps t	Сp	Ps cm.H20	Cp	Ps cm.H20	Ср	Ps   cm.H20	Ср	Pg ca.H20	Cp	Ps cm.H20	Cp
1	-2 511	077	-1 472	. 067	866	.000	-3.464	135	-2.165	200	-1.126	176
	1 -2 511 1		1 -1 472	.067			-3.464	135		200	-1.126 [	176
	1 -8 585 1		1 -1 645	.000			-4.330	327		300	-1.299	294
	1 -5 628 1	0 9 0			-1.039		-4.590	385		400	-1.472	412
	,		-4.844	-1.000			-4.244	308		300	-1.472	412
1 6			-3 377		-1.819		-4.070		-2.338	267		294
	1 -4 936 1		1 -3 031		-1.645		-4.157		-2.338   -2.338	267 267	,	294
1 8			-2 856		-1.645	529 471	-4.244     -4.417	308	-2.511		-1.299	294
	4 850		-2 771     -2.858		-1.559		-4.677	- 404		433	-1.472	412
1 10	-4 850 ;   -4 938		-3 031		-1.645		-5.023	481		500	-1.559	- 471
1 12			-3 464		-1.905		-6.328	769		500	-1.905	706
	1 -5 902 1		-3 464		-1.905		-6.582	827		867	-1.992	765
	-4 934		-3 031		-1.645		-5.802	654		667	-1.819	- 647
	-4 417		-2 771		-1.472		-5.023	- 481		600	-1.645 1	- 529
	-4 070		-2.425		-1.386		-4.590 i	385		433	-1.472 1	412
	-4 073		-2 425		-1.386	- 353	-4.417	346		367	-1.472	412
	-2 984		-7 336		-1.386	- 353	-4.244	308	-2.511	333	-1.386	353
	-3 984 1		-2 336		-1.386	353	-4.070	269	-2.511	333	-1.386	- 353
	-3 60		-2 252		-1.386	353	-4.076	269	-2.425	300	-1.386	353
181			-2 07e		-1.212	235	-3.811 (	212	-2.252	233	-1.212	235
1 22	,		-2 252		-1.299		-3.984	250	-2.338		-1.299 [	294
	-3 697		-2 252		-1.299	294	-3.984	250	-2.338		-1.299	294
	-3 69		-2 252	233	-1.299	294	-3.984	250	-2.338		-1.299	294
25	-3 897		-2.338	- 267	-1.299	294	-3.984	250	-2.338		-1.299	294
1 26	-3 es:	231	-2 338	267	-1.299	294	-4.070	269	-2.425		-1.299 [	- 294
27	-4 07C i	- 269	-2.511	333	-1.386	353	-4.330 [	327			-1.559	- 471
88	-4 677 !	- 404	-2.858	467	-1.559		-5.196	519			-1.645	529
1 29	-5 19: 1	- 519	-3 031		-1.645		-5.369	558			-1.905 [	706
1 30	-5 802	- 654	-3 377		-1.905		-6.062	712			-1.039 (	000
1 31	-3 291 (	- 076	-1.519		-1.126		-3.031	038		133		.000
1 35	-3 201 1	- 096 (	-1 619	067	-1.039		-2.944		-1.732   -1.645	033	,	.000
	-3 691 :	- 096	-1 732	- 033		176	-2.858 [		-1.472			059
1 34	-3 597		-2.336		-1.212		-2.598		-1.905			- 118
	-4 936	- 412	-2 <del>6</del> 56		-1.645		-2.252		-1.905		-1.039	- 118
	-1 47E '	308 (	-1 299 1	.133			-3.204		-1.905		-1.039	- 118
	-1 545	2(3)		133			-3.204     -3.204		-1.905		-1.039	- 118
	-1 732 1		-1 126 1	200			-2.252		-1.472		- 606 1	
1 39 1	-1 475 1	308 1	- 953	267	-,520	. 235	1 ~c.esc [					

Afternal P Table 22 Ressured data and computed pressure distribution for bi/b2=0.625, g/b2=1.50, Ti=290 K.

Pa	1 1	. <b></b> I	D - Shepe		1	Square - Shape	
1 -1.905		26 842" (m/s)	E0 3085 (m/m)	15 3479 (m/s)	26.8427 (m/s)	20.3885 (m/s)	[ 15.3479 (m/m) ]
Part   1   10   10   10   10   10   10   10							
3							
4							
S							
6							
7							
8   -5 365   -558   -3 204   -600   -1 905   -706   -4.244   -308   -2.511   -333   -1.386   -9   -5.110   -500   -2.944   -500   -1.732   -588   -4.417   -346   -2.685  400   -1.386   -9   -1.110   -500   -2.944   -500   -1.732   -588   -4.417   -346   -2.685  407   -1.386   -9   -9   -1.111   -5.110   -500   -2.944   -500   -1.732   -588   -5.023  481   -3.118   -567   -1.645   -9   -1.111   -5.110   -500   -2.944   -500   -1.732   -588   -5.023  481   -3.118   -567   -1.645   -9   -1.111   -5.110   -5.00   -2.944   -500   -1.732   -588   -5.023  481   -3.118   -567   -1.645   -9   -1.111   -5.110   -5.00   -2.944   -5.00   -1.732   -7.06   -6.409   -7.88   -3.897  667   -2.678   -9   -9   -9   -9   -9   -9   -9   -							
10							
10							
11							
12							
13							
14							
15   -4.244   -308   -2.511   -333   -1.472   -412   -4.677  404   -3.031  533   -1.445    16   -4.070   -2.69   -2.338   -2.67   -1.472   -412   -4.24   -3.08   -2.685  000   -1.472    17   -4.070   -2.69   -2.338   -2.67   -1.472   -412   -4.24   -3.08   -2.685  333   -1.472    18   -4.070   -2.69   -2.338   -2.67   -1.472  412   -4.070   -2.69   -2.511  333   -1.472    18   -4.070   -2.69   -2.338   -2.67   -1.472  412   -4.070   -2.69   -2.511  333   -1.472    19   -4.070   -2.69   -2.338   -2.67   -1.472  412   -4.070   -2.69   -2.511  333   -1.472    20   -3.897   -2.31   -2.338   -2.67   -1.386  353   -3.637  173   -2.425  300   -1.386    21   -3.637   -3.38   -2.67   -1.386  353   -3.611   -2.12   -2.252  233   -1.212    22   -3.897   -2.11   -2.338   -2.67   -1.386  353   -3.611   -2.12   -2.338   -2.67   -1.299    24   -3.897   -2.51   -2.338   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.299    25   -3.897   -2.51   -2.332   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.299    25   -3.897   -2.51   -2.332   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.299    25   -3.897   -2.51   -2.332   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.299    26   -3.984   -2.50   -2.332   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.386    26   -3.984   -2.50   -2.331   -2.332   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.386    27   -4.070   -2.69   -2.425   -3.037   -1.472   -4.12   -4.070   -2.69   -2.598   -3.67   -1.386    28   -4.763   -4.23   -2.658   -4.67   -1.712   -5.88   -4.936   -4.259   -2.598   -3.67   -1.386    31   -3.464   -1.25   -1.992   -1.33   -1.819   -6.47   -5.23   -5.28   -5.38   -2.67   -1.386    33   -3.697   -2.11   -2.665   -2.00   -1.472   -2.35   -5.89   -6.73   -3.724   -8.00   -2.67   -1.386    33   -3.697   -2.697   -2.697   -2.667   -1.386   -3.53   -3.997   -2.211   -2.58   -2.67							
16							
17							
18 - 4 070   -269   -2 338   -267   -1.472   -412   -4.076   -269   -2.511  333   -1.472  119   -4 070   -269   -2.511  333   -1.472  119   -4 070   -269   -2.511  333   -1.472  120  136  251  251  251  251  253  267   -1.366  351  251  252  251  233   -1.472  121  252  233   -1.212  252  233   -1.212  252  233   -1.212  252  233   -1.212  252  233   -1.212  252  233   -1.212  252  233  267   -1.299  241   -2.338  267   -1.299  241   -2.338  267   -1.299  251   -2.338  267   -1.299  251   -2.338  267   -1.299  251   -2.338  267   -1.299  251   -2.338  267   -1.366  353   -3.811  212   -2.338  267   -1.299  251   -2.338  267   -1.386  353   -3.811  212   -2.338  267   -1.299  251   -2.338  267   -1.386  353   -3.811  212   -2.338  267   -1.286  251   -2.338  267   -1.386  353   -3.871  211   -2.338  267   -1.386  353   -3.871  211   -2.338  267   -1.386  251   -2.338  267   -1.386  353   -3.871  212   -2.338  267   -1.386  251							
19							
20   -3 897   -231   -2.338   -2.67   -1.386   -3.53   -3.637   -1.73   -2.425   -1.300   -1.386   -2.21   -3.837   -3.637   -1.73   -2.425   -2.33   -1.212   -3.22   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.67   -1.295   -3.238   -2.267   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.295   -3.287   -2.21   -2.338   -2.67   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.295   -3.287   -2.21   -2.338   -2.67   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.295   -3.287   -2.21   -2.338   -2.67   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.386   -3.23   -2.267   -1.386   -3.23   -3.257   -3.257   -1.386   -3.257   -3.257   -3.257   -1.386   -3.257							
21 - 2 637   - 173   - 2 625   - 233   -1.899   -244   -3.811  812   -2.252   -2.233   -1.812  812   -2.252   -2.233   -1.812  813   -1.812  813   -1.812  813   -1.812  813   -1.812  813   -1.812  813   -1.813  867   -1.299  831   -2.212   -2.338   -2.67   -1.299  813   -2.217   -2.338   -2.67   -1.299  814   -3.897   -2.31   -2.338   -2.67   -1.386  353   -3.811   -2.12   -2.338   -2.67   -1.299  814   -3.897   -2.31   -2.338   -2.67   -1.386  353   -3.897   -2.11   -2.338   -2.67   -1.386  353   -3.897   -2.11   -2.338   -2.67   -1.386  353   -3.897   -2.11   -2.338   -2.67   -1.386  353   -3.897   -2.11   -2.338   -2.67   -1.386  267   -1.386  353   -3.897   -2.11   -2.338   -2.67   -1.386  267   -1.386  353   -3.897   -2.11   -2.338   -2.67   -1.386  267   -1.386  267   -1.386  269   -2.698   -2.67   -1.386  269   -2.698   -3.67   -1.386  269   -2.698   -3.67   -1.386  269   -2.698   -3.67   -1.386  269   -2.698   -3.67   -1.386  269   -2.698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -1.386  2698   -3.67   -3.388   -3.291   -3.33   -3.891   -3.291   -3.33   -3.891   -3.291   -3.33   -3.291   -3.291   -3.33   -3.291   -3.							
22         -3         897         -231         -2         252         -233         -1         386         -353         -3811         -212         -2         338         -267         -1         296         -353         -3811         -212         -2         338         -267         -1         299         -2         -247         -1         386         -353         -3.811         -212         -2.338         -267         -1.299         -2         -257         -231         -2338         -267         -1.386         -353         -3.811         -212         -2.338         -267         -1.299         -2         257         -2.331         -2.332         -267         -1.386         -353         -3.811         -212         -2.338         -267         -1.386         -353         -3.811         -212         -2.338         -267         -1.386         -353         -3.871         -231         -2.338         -267         -1.386         -353         -3.871         -231         -2.338         -267         -1.386         -353         -3.871         -233         -2.338         -267         -1.386         -353         -3.871         -231         -2.271         -1.366         -2.272         -2.272         -2.238							
23   -3.897   -231   -2.338   -2.67   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.299   -2.21   -2.338   -2.247   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.299   -2.21   -2.338   -2.67   -1.289   -2.21   -2.338   -2.67   -1.386   -3.53   -3.811   -2.12   -2.338   -2.67   -1.386   -3.253   -3.897   -2.21   -2.338   -2.67   -1.386   -3.253   -3.897   -2.21   -2.338   -2.67   -1.386   -3.253   -3.897   -2.21   -2.338   -2.67   -1.386   -3.253   -3.897   -2.21   -2.338   -2.67   -1.386   -3.253   -3.294   -2.250   -2.338   -2.267   -1.386   -3.253   -3.294   -2.250   -2.338   -2.267   -1.386   -3.253   -3.294   -2.250   -2.338   -2.267   -1.386   -3.274   -3.267   -1.386   -3.274   -3.267   -1.386   -3.274   -3.							
24   -3.897   -231   -2.328   -267   -1.386   -353   -3.811   -212   -2.338   -267   -1.299   -255   -3.897   -231   -2.338   -267   -1.386   -3.53   -3.897   -231   -2.338   -267   -1.386   -3.53   -3.897   -231   -2.338   -267   -1.386   -3.53   -3.897   -231   -2.338   -267   -1.386   -3.53   -3.897   -231   -2.338   -267   -1.386   -3.53   -3.897   -231   -2.338   -267   -1.386   -3.53   -3.897   -2.59   -3.57   -1.386   -3.57   -1.386   -3.57   -1.386   -3.57   -1.386   -3.57   -1.386   -3.57   -1.386   -3.57   -1.386   -3.57   -3.							
25   -3 897   -231   -2 338   -2 67   -1 386   -353   -3 897   -231   -2 338   -267   -1 386   -2 687   -1 386   -2 687   -1 386   -2 687   -1 386   -2 687   -1 386   -2 687   -1 386   -2 688   -4 687   -2 688   -2 687   -1 386   -2 688   -2 687   -1 386   -2 688   -4 687   -2 688   -2 687   -2 688   -2 687   -2 68							
26							
27   -4.070   -269   -2.425   -300   -1.472  412   -4.070   -269   -2.598  367   -1.386     28   -4.763   -423   -2.658  467   -1.712  588   -4.976  462   -3.118  567   -1.732     29   -5.110   -500   -3.031  533   -1.819  647   -5.283  538   -3.291  633   -1.819     30   -5.716   -635   -3.377   -667   -1.812  235   -5.889  673   -3.724  890   -2.678     31   -3.464  125   -1.992  133   -1.212  235   -3.031  038   -1.995  100   -1.126     32   -3.637							
28							
29   -5.110   -500   -3.031   -523   -1.819   -647   -5.283   -5.281   -6.33   -1.819  633   -1.819  833   -3.291   -6.33   -1.819  833   -3.291   -6.33   -1.819  833   -3.291   -8.00   -2.678  833   -3.291   -8.00   -2.678  833   -3.231   -8.00   -2.678  835   -3.231   -8.00   -2.678  835   -3.231   -8.00   -3.031   -8.00   -3.031   -8.00   -3.0							
30   -5 716   -625   -3 377   -667   -1.212  235   -5.889  673   -3.724  800   -2.078     31   -3.464   -125   -1.292   -133   -1.212  235   -3.031  038   -1.905   -1.00   -1.126     32   -3.637   -73   -2.072   -1.67   -366  353   -3.031  038   -1.819  067  866     33   -3.897   -221   -2.165  200   -1.645  529   -2.858   .000   -1.819  067  866     33   -3.897   -221   -2.165  200   -1.645  529   -2.858   .000   -1.819  067  866     34   -5.023   -461   -5.771   -423   -1.722  588   -8.85   .000   -1.819  067  057     35   -7.101   -942   -4.244   -1.000   -2.338   -1.000   -2.685   .038   -1.819  067  953     36   -1.212   365   -779   .333  520   .235   -2.588   .058   -1.645   .000  866     37   -1.212   .365   -779   .333  520   .235   -2.558   .088   -1.645   .000  866							
31   -3.464   -125   -1.992   -133   -1.212  235   -3.031  338   -1.965  100   -1.126     32   -3.637   -173   -2.072   -1.67   -1.386  353   -3.031  338   -1.819  667  866     33   -3.897   -231   -2.165   -200   -1.645  529   -2.858   .000   -1.819  667  866     34   -5.023   -451   -2.751  423   -1.732  588   -2.858   .000   -1.819  667   -1.639     35   -7.101   -942   -4.244   -1.000   -2.338   -1.000   -2.685   .038   -1.819  667  953     36   -1.212   365   -779   .333  520   .235   -2.598   .658   -1.645   .000  866     37   -1.216   .365   -779   .333  520   .235   -2.598   .658   -1.645   .000  866							
32   -3.637   -173   -2.078   -167   -1.386   -3.53   -3.031  038   -1.819  067  866							
33   -3.897   -231   -2.165  200   -1.645  529   -2.858   .000   -1.819  067  866							
34   -5.023   -461   -6.771   -423   -1.732   -586   -2.658   .600   -1.819  667   -1.039   35   -7.101   -942   -4.244   -1.000   -2.338   -1.000   -2.665   .636   -1.819  667  953   36   -1.212   365   -779   .333  520   .235   -2.598   .658   -1.645   .600  866   .37   -1.212   .365   -779   .333  520   .235   -2.598   .658   -1.645   .600  866   .37   -1.212   .365   -779   .333  520   .235   -2.598   .658   -1.645   .600  866   .37   .373							
35   -7.101   - 942   -4.244   -1.000   -2.338   -1.000   -2.685   .038   -1.819  067  953     36   -1.212   365   - 779   .333  520   .235   -2.598   .688   -1.645   .000  866   .   37   -1.212   .365   - 779   .333  520   .235   -2.598   .688   -1.645   .000  866							
36   -1.212   365   -779   .333  520   .235   -2.598   .658   -1.645   .000  866   .37   -1.212   .365   -779   .333  520   .235   -2.598   .658   -1.645   .000  866   .							
37 -1.212 365 -779 333 -520 235 -2.598 658 -1.645 .000866							
the first transfer to the first transfer transfe							
1 38 1 -1 212 1 365 1 - 779 1 .333 1 - 520 1 .235 1 -2 598 1 .658 1 -1.645 1 460 1 - 866 1							
39   -1.035   404   -606   :400  433   .294   -1.645   .269   -1.039   .233  606	39	1 -1.035   464	1 - 606 1 :400	1433   .294	-1.645   .269	-1.039   .233	606 [ 176 [

Append:  $\gamma$  E Table 23 Heasured data and computed pressure distribution for b1/b2=0.50 ,g/b2=1.50, T1=290 K.

			p - \$	hape					Square -	Shape		
	26.6427	'm/s)	20 3885	(m/s)	15 347	) (m/s)	26.8427	(m/s) ' [	20.3005	(s/s)	15.3479	(m/s)
	Ps :	(p	P# (	СÞ	Pg cm, H20	i Cp	Ps     cm.H20	Cp	Ps }	Ср	Ps	Cp
	-1.218	365	- 693	.367	433	. 294	-2.598	. 058	-1.472	.067	779	. 059
	-1.212		- 693				~2.598	. 058	-1.559	. 033	779	. 05
3				333			-3.031		-1.645	.000	866	. 00
				300	520	.235		038	-1.819 ]	067	953	
			-5.369	-1 433		-1.294	-7.101		-4.070	933	-2.252	
			-4 936	-1.267		-1.176	-5.369		-3.031	533	-1.819	64
7	-6 925		-4 503	-1 100		-1.529			-2.858	467	-1.645	52
			-4 503     -3.724		-1.905	706	-4.936		-2.771	433	-1.559	47
	-6 235		-3.724		-1.732	588	-4.936		-2.771	433	-1.559	47
•	-5 629					529			-2.858	467	-1:645	52
•	j -5 196 i		-3.204		-1.645	- 471			-3.116	- 567	-1.819	64
	1 -5 110 1		-3 031 1		-1.559				-3.724		-2.165	
2			-3 118		-1 645	529	-6.668		-3.724		-2.165	
3	-4.936		-3 031		-1.559	471			-3.031		-1.819	
ď	1 -4 507		-2 771		-1.472		-5.369				-1.645	
5	-4 244	4.308	-2 598		-1.299		-4.590		-2.771		-1.472	
	-4 157		-2.511	- 333	-1.299	1294	-4.330		-2.511		-1.472	
	-4 070		-2 511	333	-1.299	294	4.330		-2.425			
	-4 070	- 269	-2 511	- 333	-1.299	- 294	-4.844		-2.425		1 -1.472	
	-3.984		-2 511	- 333	-1.299	- 294	-4.244		-2.425		1 -1.472	
	-3 897		-2 338		-1.299		-4.070		-2.425		-1.472	
	-3 551		-2 252		-1.212		-3.897		-2.252		-2.078	
			-2.336		-1.299		-3.984	250	-2.338		1 -1.386	
	-3 897		-2.338		-1.239		-3.984	250	-2.338		-1.386	
	-3.897	- 231	-2 425		-1.299		-4.070	269	-2.338		1 -1.386	
	1 -3 984	- 250			-1.299		-4.070	269	-2.338	267	1 -1.366	- 35
	-3 984	- 250	-2.425		-1.279		-4.070	269	-2.338		-1.386	
	-4:076		1 -5 211		-1.386		-4.244	- 308	-2.598		1 -1.386	
	-4 244		-5 682		1 -1.559		-4.936		-2.944		-1:645	58
	-4.936	,	1 -3,118				-5.456			633	-1.905	
	-5 116		1 -3 591		1 -1.645		-4.235			800	-2.165	85
9	-5.456	- 577	-3 464		1 -1.732					133	1 -1.212	23
	-4 070	- 269	1 -5 336	267			1 -3.291		-1.992		1 -1.212	23
	-4 590	385	-2.771		-1.386		1 -3.291		-1.992		-1.212	
	-5 803		1 -3 291	633			1-3.291		-2.338		-1.299	
4			-4 503	-1 100			-3.724					
5	-8 400		-5 369	-1:433	-2.685		-4.677		-2.771			
6	- 606			433	1 - 173		1 -1.905		1 -1.299			
			,		173		1 -2.165		1 -1.299			
7							1 -2.165		-1.299			
Ď.	- 606					765	-1.472	308	866	.300	1 320	

## Appendix P. Table 24. Heasured data and computed pressure distribution for b1/b2=0 37, g/b2=1 50, Ti=250 K.

!	[	D - Shape		!	Square - Shape	
	£6 842" (m/m)	20 3885 (m/m)	15 3479 (m/m)	26.8427 (m/s)	20.3885 (m/s)	15.3479 (m/s)
•	Ps 1 Cp	Pa   Cp   cm H2O	P#   Cp   cm .H2O	Ps Cp cm.HEO	Ps Cp cm.H20	Ps   Cp   ca H20
1 1		- 173   .567 - 173   .567			-1.126 .200	606 .176
1 3					-1.126   .200	
1 4					-1.212   .167   -1.299   .133	
1 3		-5 369   -1 433		-8.920   -1.346		777   . 057     -2 771   -1.294
	-8.400 ! -1 271	-5 456   -1 467	1 -2.685   -1.235	-7 161 1 - 942		-2 978   824
j 7	-7 967   -1 135	-5 110   -1.333	1 -2.598   -1.176	-5.716  635		-1.819  647
3	1 -7 524 · -1 038	-4 936   -1 267	1 -2.425   -1.659	-5.369  558		-1.645  529
		-5 196   -1.367	1 -2.165  882			-1 472   - 412
			1 -1.905  706	-5 196  519	-3.204  600	-1.559  471
					-3.464  700	-1.559  471
					-3.897  867	-1.732  588
				-5.802  654	-3.724  800	-1.732  588
					-3.204  600	-1.472  412
					-2.771  433	-1.299  294
						-1.299  294
						-1.299 [294 ]
						-1.299   - 294
						-1.299  294
						-1.299  294
						-1.212  235
		,				-1 299  294
						-1.299  294
						-1.299  294
						-1.299  294
			-1.386  353     -1.472  412			-1.299  294
						-1.386  353
			1 -1.645  529			-1.559 1471 1
			1-1.732  588			-1.732  586
31		-4.503   -1.100				-1.126  176
32		-5 110   -1 333		-7 794   - 199		-1.212  235
	1 -7 675 4 - 991	-5 802   -1.600	1 -2.252  941			-1.212  235
		-5.976   -1 667				-1.472   - 412
35	1 -e 400 · -1 231	1 -5 976   -1.667	-2.685   -1.235	-7.101  942		-2.165  882
1 36		1 - 173   567		-1.126 .385		
37				-1.472   .308		
38	- 479 : 578			-1.472   .308		
39	1 - 173 : 506	1 - 173   567		-1.039 .404		

Accord: B. Table 25. Heasured data and computed pressure distribution for b1/b2=0.25, g/b2=1.50, T1=290 K .

			D - 9	hene			Square - Shape						
ľ							; }		-doe.4 .	Shape			
į	26 8427	(m/g)	20 3889	(m/s)	15.347	) (m/s)	26.842	(m/s)	20.388	S (m/s)	15.347	9 (m/m)	
•	P# 1	(p	Ps	Ср	Ps cm.H20	Cp	Ps cm.H20	Ср	Ps ca.H20	Cp	Ps cm.H20	i Cp	
!							!				!		
1 1	.953	846	.433	800	. 173			.519		.500	173		
5	963		433					.519					
3 !	779		260 1										
4!	606	769	087					.500		.433	173		
5	-5 902 1	- 654	1 -3 464 1	- 700			-8.660	-1.286	-4.936	-1.267	-2.771		
6 1	-5 976 1	- 692	-3 551		-2.165	882		-1.346	-5.110	-1.333	-2.771		
7 1	-5 803 1		1 -3 637 1	,	-2.338		-8.400	-1.231	-4.850	~1.233	-2.685		
8	-6 835 1		1 -3 724 [	800	-3.118		-7.967	-1.135	-4.503	-1.100	-2.511	-1 118	
	-6 328 1		1 -3 637 1		-2.852		-6.842	885	-4.070	933	-2.165	882	
10	-6 275 1		1 -3.637		-2.252					~.867			
11 1	-2 605 .		1 -3 464 1		-2 078		-5.543	596		767			
18 1			1 -3.291 1		-1.992		-5.369	558		600			
13 )			-3 118		-1.905		-5.023		-3.118	~.567			
14	-5 369		-2 944		-1.819		-4.850			467			
15	-5 023 1	- 491	-2 771 [	- 433	-1.732	588	-4.590	~.385		433			
16	-4 036 1	- 468	-2.685	- 400	-1.732	588	-4.503	365	-2.685	400			
17 1	-4.503 1	- 365	-2 596 1	367	-1.645	529	-4.417	346	-2.598	367	-1.472		
18	-4 244 1		-2 338	267		412	-4.244	308	-2.598	367	-1.386	- 353	
19	-4 676		-2 338 1		-1 472	412	-4.157	288	-2.511	333	-1.386	353	
20	-4 070		-2 338		-1 386		-4.070		-2.511	333	-1.299	294	
21 1	-3 564		-2 252		-1.386		-3.811		-2.338	267	-1.212	~. 235	
55	-4.844 1		-2.425		-1.472		-4.070		-2.252	233	-1.386	353	
23 1	-4 244		-2 425		-1.472			269		300	-1.386	- 353	
	-4 244 1		-2 425 1		-1.472			269		300	-1.386	353	
24 1	-4 417 1		-2 511 1		-1 472		-4,157			333	-1.386	- 353	
25	,		-2 511     -2 598		-1.559				-2.598	367			
56	-4 500 1		-2 858		-1.645		-4.590	385		433			
27	-4 .436 1				-1.819		-5.110	500		600			
95	-5 369 1		-3 204				-5.456 I	577					
54 1	-5 715 /		-3.291		-1.992		-5.629						
30 1	-5 803 1		-3 464		-1.992	765		596		- 600			
31 1			-3 724		-2.165		-5.543     -6.928	904		933			
35 1			-4 590			-1.118		-1.038	-4.590	-1.133		-1 176	
33 1	-7 534 1		-4 936	-1 267	-2-771	-1.294	-7.534	-1.036	-5.196	-1.367			
34 1	-8 054 ;		-5 110 (	-1 323 [	-3.118	-1.529	-8.400			-1.433			
35 (	-8 400 1	-1 231	-5 110	-1 333	-3.031					.600			
36 1	* 693 1	758	. 260 1	733	.173			.577			- 346		
37 i		768	260	733	. 173								
38 1	693			733	. 173		1260				346		
39 1	693 1			900	433	.882	260	.577	087	.600	~.346	. 353	

1	 I	D - Shepe		!	Square - Shape	
!	26 \$427 (m/s)	20 3685 (m/s)	15 3479 (m/m)	26.8427 (m/s)	20.3885 (m/s)	15.3479 (9/8)
•	P#   Cp cm H20	P#   Cp	Ps   Cp   cm.H20	Ps   Cp	Ps Cp	Ps   Cp   ca.H20
į e	-2.339 1 115		1 -1.126  176	-5.369  558	-3.377  667	-1.992   - 765   -1.992  765   -2.078  824
5	-2 855   000 -5 808   - 654	-1 992   - 133   -3 031  533	-1.212  235   -1.472  412	-5.976  692   -5.369  558	-3.811833 -3.118567	-2.165  882    -1.905  706
7 8	-4 330   - 327   -4 330   - 327	-£ 771  433  £ 771   - 433	-1.299  294   -1.299  294	-4.070  269   -3.897  231	-2.425  300 -2.252  233	-1.645  529     -1.472  412     -1.386  353     -1.299  294
110	-4.677  464	-2 E91   - 633   -4 070   - 933	-1.386  353   -1.472  412	-3.437  173   -3.724  192	-2.165  200 -2.165  200	-1.277   -274   -1.299   -294   -1.386   -353   -1.472   -412
113	-6.495 1808 -5.369 1 - 558	-4 070  933   -2 637  767	-1.905  706   -1.992  765	-4.590  385   -4.244  308	-2.598  367  -2.511  333	-1.559  471    -1.472  412    -1.472  412
1 16	-4 157   - 268   -4 070   - 269	-2 118   - 567   -2 771  433	-1.472  412   -1.386  353	-4 070  269   -3.724  192	-2.338  267	-1.472  412   -1.386  353
1 19	-3 984   - 250   -3.897   - 231	-2 685  400  -2 598  367	-1.386  353   -1.386  353	-3.551  154   -3.464  135	-2.252  233     -2.165  200     -1.905  100	-1.299  294   -1.212  235
1 22	-3 811   - 212   -3 811   - 212	-2.425   - 300   -2.425  300	-1.212  235   -1.299  294	-3.291  096   -3.377  115	-1.992  133     -1.992  133     -2.078  167	-1.212  235   -1.212  235
25	1 -3 897   - 231	-8 511  333  -8.598  367	-1.386  353   -1.386  353	-3.377  115   -3.637  173	-2.252  233     -2.338  267     -2.511  333	-1.299   - 294   -1.386   - 353
28	-4 850 1 - 442   -5 369 1 - 558	1 -3 377   - 667 1 -3 637   - 767	-1.472  412   -1.819  647	-4.070  269   -3.811  212	-2.425  300   1-2.771  433   -1.819  067	-1.472   - 412
j 31 j 32	-2 956 : 000  -2.771   019	1 -2 078 1 167	-1.905  706   -1.039  118	-2.858   .000  -2.858   .000	-1.819  067     -1.992  133     -2.252  233	-1.126  176   -1.212  235
34	-3 204 : - 077 [-4 936   - 462	-2 852  233   -2 338  267	953  059  -1.039  118		-2.858  467    -4.070  933	-1.299  294   -1.645  529   -2.252  941
37 38	-1 472   308  -1.905   212	-1.645   .000   -1.645   .000	-1.039  118   -1.039  118	-5.802  654   -5.716  635	-3.897  867   -2.771  433	

Appendix F. Table 27. Heasured data and computed pressure distribution for b1/b2=0.75 , g/b2=1.25, T1=290 K .

	 	. <b>-</b> I		D - 9	Shape			!		Square -	Shape		
*		26 848	7 (m/s)	20 388	(m/s)	15.347	) (m/s)	26.8427	(m/s)	20.388	(m/s)	15.347	(m/s)
	•	F# C# H20	Cc	Ps +20,	Ср	Ps ca.H20	Ср	Ps cm.H20	Сp	Ps cn.H20	Ср	Ps ca.H20	Ср
	1	-2 E11	077	1 -1.645	.000	866	.000	-3.637	173		267		235
	ė	-2 511		-1.645	.000	866	. 000	-3.637		-2.338	267		
	3	-2 685		-1.819	067	953	059	-4.417		-2.685	400		294
	4	-2 771	019	-1 905	- 100	-1.039	118	-4.936		-2.771	433	-1.386	353
	5	-7 10"	- 942	-4.070	933	-2.078	824	-3.637		-2.338	267	-1.299	294
	6	-5 365	- 558	-3 204	600	-1.645	529	-3.637		-2.338	267		294
- 1	7	-4 850	- 442	-3 031	533	-1.559	471	-3.724		-2.338	267		294
	À	-4 85			533	-1.472	412	-3.897		-2.338	267		294
	,	-4.850	- 442		- 533	-1.472	412	-4.070		-2.425	300	-1.386	
	10	-5 11:		-3 204	- 600	-1.645	529	-4.503	365		433		412
	11	-5 369	- 558	-3.377	- 667	-1.645	529	-4.936	462		500		529
	12	-6 665	- 846	-4 070	933	-2.078	824	-6.235	750		867		
	13	-6 495		-3 984		-2.078		-6.495	808		900		
	14	-5 369	- 556	-3 464		-1.732	588	-5.716	635		700		
	15	-4 502	- 365	-2.944	500	-1.478	412	-4.936	462			-1.645	
-	16	-4 236	- 367		433.	-1.472	412	-4.503	365		433		
	17	-4 244				-1.472		-4.244	308	-2.685		-1.472	
	18	-4 15:			433	-1.386		-4.070	269	-2.485	400		
		-4 157		-2 771	433	-1.386		-4,070	269	-2.598		-1.472	
	19	-4 070	- 269		~.400	-1.386		-3.984	250	-2.511		-1.386	353 (
				-2.336		-1.212		-3.637	173	-2.338	267		235
	21				333	-1.299		-3.811	212	-2.511	333		- 294
	88	-3 96-				-1.299		-3.811	212	-2.511	333		294
- 1	23	-3 664			367			-3.897	231	-2.511	333		
- 1	24	-3 004				-1.299		-3.897	231	-2.511	333		
- 1	25	-3 664 1		-2.685	400			-3.897	231	-2.598	367		
- 1	26	-3 984		-2.00m				-4.070	269	-2.771	433		
- 1	27	-4 157 :		-3 204	- 600	-1.645		-4.936	462	-3.204	600		
- 1	88	-4 936		-3.637				-5.196	519	-3.377			
- 1	29	-5 369 (		-2.984		-1.992		-5.802	654		833		
- 1	30	-6 235						-3.031	038	-2.678	167		
- 1		-3 37"						-2.771	.019	-1.905	100		
- 1	35	-3 464		-3 984				-2.685	.038	-1.645	.000		
1	33	-3 55, 1				-1.386		-2,425	. 096	-1.559	. 033	-1.039	
-	34	-3 66- 1						-2.338			.067	1 -1.039	
i	35	+5 3€° :						-3.637	173		233	1 -1 .212	
	36	-1 475 1						-3.637		-2.252	233	1 -1.212	
	37	- ¿ 075						-3.637		-8.252	233	519.1-	
ì	38	-£ 07E	173				,	-2.338		-1 472		-1.212	- 235
i	39	-1 645	ē.9	-1 212	167	606	1 .116	1 -2.330 (					

1	1	p - 9	shape			I		Square	- Shape		
ì						1					
ŀ	1 86 645 (444)	1 20 3685	(m/s)	15 347	(m/s)	26 842	7 (m/s)	20.388	5 (m/s)	15.347	) (m/s)
1	1	) Pe									l Co
	Pa I CD	CA H20	CÞ.	Ps cm.H20	C <sub>P</sub>	Ps	C <sub>P</sub>	Fs (20	i Cp	Fs cm. H20	L CD
!	j cm H20 !	i cm nev		CH. N20		CM. H20		EM HEU		CM. HEU	; !!
1	-2 339 115	-1 212	.167	779	. 059	-2.944	- 419	-1.905	100	-1.039	- 118
1 2	,	-1 818				-2.944	019			-1.039	
		1 -1 295				-3.377		-2.078		-1.126	
	1 - 2 771   019					-3.551	154			-1 126	
5				-2.771		-4.157	288			-1.472	412
1 2	-5 808   - 674			-2.078		-3.984				-1.386	353
1 7		-2.685		-1.905		-4.070		-2.511		-1.386	353
Á		1 -2 511		-1.819		-4.070		-2.598		-1.472	
, .	1 -4 936 1 - 462			-1.819		-4.244		-2.771		-1 472	412
1 10		-2.425		-1.819		-4.590		-2.944		-1.645	529
		-2 598		-1.905		-5.023	481			-1.619	- 647 1
1 12		-3.204		-2.165		-6.409	788			-2.165	882 (
		-3 204		-2.165		-6.409	788			-2.252	941
		-2 511		-1.819		-5.369		-3.637		-1.905	706
		-2 252		-1.559		-4.677		-3.204		-1.445	529
		-2 165		-1.472		-4.070		-2.771		-1.472	412
		-2 165		-1.472		-4.070		-2 771		-1.472	412
1 18		-5.165		-1.472		-3.984		-2.685		-1.386	- 353
		-2 165		-1.472		-3.984		-2.598		-1.386	- 353
1 80		-2 078		-1.472		-3.897		-2.511		-1.299	294
		1 -1.905		-1.299		-3.551		-2.338		-1.299 1	- 294
1 22		-2.078		-1.472		-3.811		-2.425		-1.299	274
1 23						-3.811		-2.425		-1.299	254
24		-2 078				-3.897		-2.511		-1.279 (	- 294
25		1 -2 165		-1.472		-3.897		-2.598		-1.299 [	294 1
26		-2 165		-1.472		-3.984		-2.685		-1.386 1	353 [
1 27	1 -3 984 1 - 250			-1.472	412	-4.070	269			-1.386 1	- 353
1 28		-8 252		-1.732		-4.850	442			-1 645 1	529
29		1 -2 511		-1 819		-5.369		-3.897	867	-1.819	647
1 30		-2 771		-1.992		-6.062		-2.078		-1.992 }	765
1 31				-2.165		-3.118		-1.992			- 824
1 32		-1 905				-2.944		-1.992	133	-1.039	118 1
1 33		-2 544		-1 386		-2.944		-1.992	133	953	059
34	-4 070 i - 269	-2 338		-1 472		-2.944		-1.905			059
35	-5 805 - 654	-3 204		-1.905		-2.858		-1.905			059
1 36	1 -1 905 1 212			693		-2.771		-1.905	100 1	- 953 1	059
1 37						-2.858			100		059
1 38	1 -1 905 212					-2.858		-1.905		953	059
	1 -1 472 . 308					1 -1.905		-1.299			.176
1 72	1 -1 415 . 306	1 - 112	ودد ا	633	,	, ., , , ,			(		

Appendix & Table 29 Measured data and computed pressure distribution for b1/b2=0.50, g/b2=1.25, T1=290 k .

!	!		p - 9	Shape			!		Square -	Shape		
!	26 8427	1 m/g)	20 3889	(m/s)	15.347	9 (m/e)	26.842	7 (m/s)	20.388	(m/e)	15.3479	(=/s)
	Ps (	Cp	P#   cm H2O	Ср	Ps ca.H20	( Cp	Ps cm.HEO	Ср	Ps ca.H20	Ср	Ps ca H20	Ср
1	-1 645	269	-1.039	.233	606	.176	-2.511	. 977	-1.472	.067	866	.000
, è			1 -1 039				-2.598			. 000		.000
3			-1.126		606		-2.944		-1.819	067	953	059
4			-1.126	.200			-2.944	019	-1.819	067	1 -1.639	118 ]
5			-6 062				-5.976	692	-3.637	767	-1.905	706
6	-7 567		-4.936			-1.000	-4.763	423	-2.944	500	1 -1.472	412
7			-4 070		-1.992	765	-4.677	404	-2.771	~.433		
	-5.802		-3 637		-1.732	588	-4.590	385	-2.771	433		
	-5.365		-2 377	- 667	-1.645	529	~4.763	423	-2.858	467		
	-5 282		-3 291	- 633	-1.645	529	-4.936	462		500	-1:559	
	-5 365 1	- 558	-3 377	- 667	-1.645		-5.369	558		633		
	-5.976	- 692	-3 637	767	-1.619	647	-6.668	846			1 -1.992	
	-5 547		-3 551	- 733	-1.819	647	-6.235	750	-3.984		1 -1.992	
	-4.763		· 2 858	- 467	-1.472	412	-5.196	519			1 -1.645	
	-4 417 1		-E 771 I	- 433	-1.386	353	-4.417				1 -1.472	
	-4.230		-2 685	400	-1.386	353	-4.244		-2.598		1 -1.386	
1 17			-2 771		-1.386	353	-4.157	288			1 -1.386	
1 18		- 298	-2 771	433	-1.386	353	-4.157	288			1 -1.386	
	-4.157		-2 771		-1.386	353	4.157	288			1 -1.386 1	
	-4 070		-2 685 1		-1.299	~.294	-4.070				1 -1.299	
	-3.637		-2.338		-1.212	235	-3.811	212	-2.338		1 -1.299	
22			-2 685		-1.299	294	-3.897	231	-2.425	300		
1 23			-2.685		-1.299	294	-3.897		-2.425		1 -1.299	
24	-4 070		-2 771		-1.299	294	-3.984	250	-2.425		-1.299	
1 25	-4 076		-E 771 I		-1.299	294	-3.984	250			1 -1.299	
26	-4 070 1		-2 259		-1.386	353	-3.984	250	-2.425		1 -1.299 1	
27	-4 330		-6.944		~1.386	353	-4.070				1 -1.386	
1 28	-4 936 1		-3 377			529	-4.763				1 -1.472	
29	-5 369 1		-3 637 1		-1.732	588	-5.369	558	-3.204	600		
1 30	-5 807		-4.070		-1.819		-6.149	~.731			-1.905	
	-4 070		-2 S9E		-1.E1E		-3.377				1 -1 .126	
1 31 1			-2.658		-1.299		-3.464	~.135		133		
1 35			-3 031 1		-1.559	471	-3.464		-2.165		1 -1.126	
1 33 1			-4 070		-2.165	882	-3.724		-2.165		1 -1.212	
1 34 1	-6 235	- 120	-5 802	-1 600	-2.944			288				
1 35	-E 400 I				- 520	235	-2.338	.115	-1.386			
1 36 1	-1'472 1						-2.425		-1.472			
37	-1 472 1						-2.425	. 096				
1 36	-1 477 1						-1.472		-1.039	.233	606	.176
1 39	-1 039 1	404	1 - 606 1	. 400		,	,					

Appendix E Table 30 Measured data and computed pressure distribution for b1/b2=0.37, g/b2=1.85, T1=290 K.

!			D - 1	hape			 !		Square	- Shape		
i	26.842	7 fm/#1	20 300	(m/e)	15 3479	(8/6)	26.842	7 (8/8)	20.386	5 (m/s)	15.347	) (m/m)
	P#   cm.H20	( Cp	Pe   c= H20	Cp	P#   cm.H20	Cp	Ps ca.H20	i Cp	Ps cm.H20	i Cp	   Ps   CP H20	i Cp i
678901234567890122	- 866 - 9529 - 9529 - 9529 - 9526 - 9526 - 9526 - 9526 - 9526 - 5 8659 - 5 8659 - 5 8659 - 4 8049 - 6	442 442 443 443 443 443 443 443 443 443	- 606 - 606 - 606 - 606 - 5 369 - 5 196 - 4 590 - 4 764 - 3 204 - 3 204 - 3 203 - 2 948 - 2 511 - 2 425 - 2 338 - 2 338 - 2 328 - 2 328 - 2 252 - 2 252 - 2 252	.400 .400 .400 .400 .1 403 .1 373 .700 .600 .533 .500 .307 .300 .300 .267 .233 .233	Cm. H20  260  260  260  260  346  271   -2.771   -2.771   -2.772   -1.819   -1.732   -1.645   -1.559   -1.386   -1.386   -1.386   -1.386   -1.386   -1.289   -1.299   -1.299			135 115 1038 1038 1-1269 1-269 1-269 1-269 1-519 1-519 1-519 1-519 1-519 1-519 1-519 1-327 1-327 1-328 1-288 1-288 1-288 1-288 1-289 1-173 1-289	Cm.H20 -1.386 -1.472 -1.472 -1.559 -5.110 -3.637 -3.264 -3.73.264 -3.551 -2.771 -2.551 -2.551 -2.551 -2.551 -2.551 -2.552 -2.551 -2.552 -2.552 -2.552 -2.552	1 .100   .067   .067   .033   -1.333  767  587  583  600  733  400  733  333  335 	cn H20   -,633   -,779   -866   -,953   -2,771   -1,559   -1,559   -1,559   -1,559   -1,559   -1,645   -1,995   -1,819   -1,299   -1,299	
23   24   25   26   27   28   39   31   32   33   34   35   37   38	-4 417 -4 936 -5 369 -5 542 -4 936 -6 665 -7 967 -8 937 -6 93 -6 93	- 269 - 269 - 246 - 346 - 462 - 556 - 462 - 652 - 462 - 1357 461 - 461	-5.369   -5.802   -5.20   -5.20	- 267 - 267 - 267 - 333 - 433 - 533 - 567 - 400 - 567 -1 133 -1 433 -1 600 433 - 433 - 433 - 433 - 433 - 433 - 433 - 433 - 433	-2.511   -2.658   260   260	294   294   294   294   353   353   529   529   588   529   647   118   -1. 353   412   412	-5.802   -3.637   -3.724   -3.897   -4.590	- 250   - 250   - 250   - 250   - 250   - 269   - 385   - 519   - 654   - 173   - 192   - 231   - 385   - 212   212   212	-2.338 -2.338 -2.338 -2.338 -2.511 -2.658 -3.637 -2.336 -2.425 -2.511 -2.658 -4.070 -1.212 -1.212 -1.212 -1.212	267 267 267 267 333 467 767 300 333 467 933 167	-1.299 -1.299 -1.299 -1.299 -1.386 -1.472 -1.645 -1.472 -1.472 -1.472 -1.472 -1.472 -1.666 -666 -666	294  294  294  294  353  412  529  706  412  412  412  412  412  415  415  415  415  415  416  417  417  418

Appendix F. Table 31 Measured data and computed pressure distribution for b1/b2=0.25, g/b2=1.25, T1=290 k .

	!		0 - 9	Shape			!		Square	- Shape		
	26 8487	(m/s)	20 3685	(m/s)	15.347	9 (m/s)	26.842	7 (m/s)	20.388	5 (m/s)	15.347	9 (8/8)
*	P#   cm.H20	Cp	Cm H50	Ср	Ps cm.H20	i Cp	Ps cm.H20	i Cp	Ps ca.H20	l Cp	Ps ca.H20	Ср
1	.866	.827	. 346	.767	.087	.647	-1.472	.308	866	.300	520	. 23
2	866 1	827	.346	.767	. 087	.647	-1.472	.308	866	.300	520	.2.
3	866	867	346	.767			-1.645	.269	866	.300	520	. 2
4	606	769		.633	- 173	.471	-1.732	.250	-1.639	.233	.260	.7
5	-6 669	- 846	-4 070	933		-1.118	-9.699	-1.519	-5.802	-1.600	-3.377	-1.7
7	-7 015	- 923	-4 330		-2 598	-1.176	-8.833	-1.327	-5.283	1 -1.400	-3.031	-1.4
ž	-6 755	- 865	-4 503	-1 100	-2.771		-7.101	942	-4.503	-1.100	-2.598	-1.1
	-7 361	-1 000	-4 590		-2.598	-1.176		846	-3.897	867	-2.252	9
	-7 361	-1 000	-4 417		-2.330		-5.802	654		733	-1.905	- 7
0	-7 101	- 942	-4 244		-2.252		-5.369		-3.291	633		7
1	-6 405	- 759	-3 897		-2.165		-5.283			600	-1.819	6
2	-6 409	- 768	-3 637 1		-1.905		-5.196		-3.204	600	-1.819	6
3	-6 062	- 718			-1.819		-4.936		-3.118	567	-1.732	5
		- 654	-3.204		-1.732		-4.503		-2.771	433	-1.645	5
4	-5 602 1				-1.645		-4.244	308	-2.685		-1.472	4
5	-5 360 1	- 556	-3 118 1		-1.559		-4.157		-2.598		-1.472	4
6	-5 110 1	- 500	-3.031 [		-1.472		-4.157	288		- 367	-1.472	4
7	-4 850	- 442	-2 856 [				-4.157	288	-2.598	- 367	-1.472	4
8	-4 590	- 385 1	-2 771	~ .433			-4.070	269		367		
9	-4.330	- 367	-2 598	367	-1.472		-3.897				-1.386	3
0	-4 244	- 308	-2 511	- 333	-1.306	~.353			-2.338		-1.299	
1 1	-4 070	249 1			-1.299	294		250			-1.386	3!
e i	-4 330 1	367 (	-2.685		-1.386 1		-3.984	250			-1.386	
3 i	-4.417	- 346 (	-2 685 [	400 [	-1.386	353					-1.386	
4 1	-4.417	- 346 1	-2 685 1	400	-1.386	353		250			-1.386	
5 1	-4 677 1	- 404	-2 771	433		41E [		250			-1.472	
6 1	-4 850 1	~ 442	-2 858 1	467	-1.478			269			-1.472	
7 1	-4 936 1	- 46E I	-3.031 1		-1.559	471		288			-1.645	
	-E 369	- 558		633	-1.732	588		442			-1.819	
9 1		- 654	-3.551	- 733 [	-1.819	647	-5.196	519				
0 1		- 750 1		867 1	-1.905		-5.543	596		667		
1 1			-4.157	- 967		882	-4.936	462			-1.905	
	-8.833	-1 327 1			-2.771	-1 294	-5.369		-3.464	700 1		
3 1	-8 574 1	-1 269	-5 456 1	-1 467	-2.858 1	-1.353	-6.235	750				-1.2
	-8 574	-1 249 1		-1 467		-1.353	-7.534 [	-1.038		-1.267 1		
1		-1 269 1	-5 283 1	-1.400 1		-1.294	-9.007 1	-1.365 [			-3.031	
5			.433	.800	.173 1	.706	606	.500		.433 [		
6 [		-1 219 1	.433 [	.800	173	.706	- 606	.500 [				. 4
7 1	770 1	608		.800	173	.706 1	-1.039	.404				. 47
9 1	775	808	433 (	800 1	173	.706	953	.423	433 }	.467	173 į	. 47

Appendix P Table 32 Measured data and computed pressure distribution for b1/b2=1.0, g/b2=1.0, T1=290 K .

!	D - Shape							!		Equere :	- Shape		!
i		26 8427	(=/5)	20 3885	(8/6)	15.347	(m/s)	26.8427	7 (m/s)	20.388	5 (m/g)	15.347	(8/8)
	•	Ps     cm H20	Сь	CA HEO	C₽	Ps cm.H20	Ср	Ps Cm HEO	Cp	PE cm.H20	l Cp	Ps cs.H20	Cp i
1	1	-5 336	.115	-1.992	133	-1.386	353	-6.409	788	-4.070	933	-2.338	-1.000 1
1		-2.165		-1.819	067	-1.126		-6.062		-3.897		-2.338	-1.000 I
1		-1 992 1		1 -1.819		-1.126		-6.149		-4.070		-2.338	-1.000
!		-1.645		1 -1.819		1 -1 .212		-6.149 [	731	-4.070	933	-2.338	-1.606 [
!		-7 101 1		3.118		-1.386		-6.062 ]		-3.811		-2.165	882
!		-5 365		-2 511		-1.386		-5.456	577	-3.464		-1.905	786
!		-4 590 ( -4 503 )		-2.511     -2.598		-1.386     -1.386		-4.936	462			-1.732	588
-	,			1 -2.771		-1.472		-4.503   -4.070	365			-1.559	471
٠,	0			-3 031		-1.645		-3.697		-2.598		~1.386	353   353
i i	- 1	-5 629		-3.377		-1.819		-3.897		-2.425		-1.386	353
i i	2	-7 101 1		-4.244		-2.165		-4.157				-1.472	
i 1	3	-7.101 1	- 942	-4.244		-2.165		-4.330		-2.771		-1.472	
- i 1	4	-5 802	654	-3.464		-1.905		-4.157		-2.598		-1.472	
j 1	5	-4 936 1	462	-2.858	467	-1.645	529	-4.070	269	-2.598	367	-1.472	412
1	6	-4.503	365	-2 685 1	- 400	-1.472	412	-3.897	231	-2.511	333	-1.386	353
	7			-2.598		-1.472		-3.637	173	-2.336			
1		-4.330		-2.598		-1.472		-3.551	154	-2.338		-1.299	
		-4.244		-2.598		-1.472		-3.551		-2.338		-1.299	
		-4,157		-2.511		-1.386		-3.464		-2.252		-1.212	
	1 1			1 -5.336 1		-1.299		-3.204		-2.078		-1.212	
	2			-2.425		-1.386		-3.291		-2.165	200		
1 8		-4 076		1 -5.511		-1.386		-3.291		-2.165	200		
	4			1 -5 511 }		-1.386		-3.291		-2.165		-1.212	
	5			-2.511		-1.386		-3.377		-2.252		-1.212   -1.293	
	6			-2.598		-1.386		-3.637		-2.338		-1.299	294
1 2	7	-5 369   -5.802		-2 771     1 <b>23</b> .E-		-1.559     -1.819		-3.897   -4.670		-2.511 -2.598		-1.386	
		-6.668		1 -3.551 1		-1.905		-3.984		-2.511		-1.366	
	9 1			-3.331     -4.070		-2.165		-4.070		-2.598		-1.386	- 353
		-3.204		-1.905		-1.039		-3.204		-1.905		-1.039	
	2			-1.905		-1.039		-3.204		-1.905		-1.039	
	3			-1.905		~1.039		-3.551		-2.338		-1.126	
	4			-1.905	,	-1.039		-3.984		-2.598	367	-1.386	
, -	5			-2.338		-1.039		-4.936	462	-3.377	667	-1.732	588
	6	606		-1.039	.233			-6.668	846	-4.417		-2.252	
	7		346	-1.299	.133	866	.000	-6.235	750			-2.165	882 ]
	8		.308	-1.472	.067	866	.000	-6.235	~.750	-4.070		-2.678	824
į 3	9	-1.905	212	-1.559	. 033	953	059	-6.235	~.750	-4.070	933	-1.992	765

Appendix B Table 33 Heasured data and computed pressure distribution for b1/b2=0.75, g/b2=1.0, T1=290 K .

1			D - 1	Shape			!		\$quare -	Shape		
1-	26.8427 1	m/s) (	20.386	(m/m)	15.347	9 (m/s)	26.8427	(m/s)	20.3889	(m/s)	15.347	(8/8)
• [	Ps   cm.H20	Ср	P#	Ср	Ps   cn.H20	Cp	Ps   cm.H20	Ср	Ps cm.H20	Ср	Ps cs.H20	Ср
j-					-1.639	118	-4.503	365	-2.771	433	-1.472	~.412
	-2.338		-1.645				-4.244		-2.771		-1.472	412
	-2.338 1		-1.645		-1.039   -1.039		-4.936		-2.944		-1.645	
	-2.339 1		-1 645		-1.039		-5.369	558			-1.819	
	-2 165 1		-1.645		-2.338		-4.870				-1.386	
			-4.244				-4.070	269			-1.386	
			-3 204		-1.732		-4.157				-1.299	
			-2 944		-1.645		-4.244				-1.299	
			-2 858 ]		-1.559		-4.503				-1.299	
			-2.850				-4.850		-2.771		-1.386	
	,		-3.204		-1.645		-5.369				-1.472	- 411
11 [			-3.551	733			-6.495	808			-1.645	
			-4 244		-2.165		-6.495		-3.784	800		
13			-4.070					558		600		
14 j			-3 204 [				-5.369		-2.771	433		
15 İ			-2.771 (		-1.472		1 -4.763		-2.511			
	-4 330 1 -	327	-2 598 !		-1.386		-4.417		-2.511		-1.386	
	-4 244   -	- 308 1	-8.511 }		-1.386		-4.244			300		
		- 308 i	-2.511				1 -4.670		-2.425		-1.299	
		- 30E i	-2 511 1		-1.386		4.070		-2.338		-1.299	29
		- 269 1	-2.336		-1.299		-3.984		-2.338		-1.212	
			-8.852		-1.212	235			-2.252	233		
			-c.33e		-1.299	294	-3.811		-2.252			
		.269		- 267	-1.299 1	294			-2.252	233		
		269		- 267	-1.299	294	-3.811		-2.252	233		
	7 4 . 7	- 269 1			-1.299	294	-3.811		-2.252	233		
			-2.338		-1.299	294			-2.252		-1.299	
		346	-2 598 1		-1.299	294	-3.984	250	-2.338		-1.299	
		- 462 1				471	-4.503 1	365	-2.771		-1.386	
			~3 277 1		-1.732	588	-4.936		-2.858		-1.559	
		,	2 1:	- 833		765	-5.543		-3.204		-1.732	
	- 1-5- 1	750			-1.905	706		538	-1.905 [		-1.905	
			-1.905	100			-2.685	. 638	-1.819		-1.039	
		173 [				118		.115	-1.645	. 000		
	- 200 1	365 1					-2.511		-1.645	.000		
		.654			-1.732	- 588	-2.511		-1.472	.067		
15	-7 101 1 -		-3.637		606		-4.070		-2.425	300		
36 1	- 177		-1 039 1	.233		176			-2.425		-1.386	
87 i	-1 039 1		-1 039 1	.233					-2.425	300		
	-1.476 1		-1 039 1	. 233			-3.637		-2 425		-1.386	~ . 353
	-1.732		-1 039 1	. 233 1	606 1	.176	-5.63/ }	173				

## Appendix B. Table 34 Heasured data and computed pressure distribution for b1/b2=0.625, g/b2=1.0, Ti=290 K $_{\odot}$

			D -	Shape			!		Square	- Shape		
	26 842	7 (m/s)	1 20 308	(a/s)	1 15,347	9 (9/8)	26 842	7 (m/g)	20.388	5 (a/s)	1 15.347	9 (m/g)
•	Pm	l Cp	Ps	Cp	P# C#.H20	Cp :	P# cm.H20	Ср	Ps   ca.H20	i Cp	Ps cm.H20	t Cp
	-8 596		-1.559	.033	953	- 050	-3.291	- 404	-2.078			
	-5 295		1 -1 645	.000	953		-3.291		-2.078	167	-1.212 -1.299	235
	1 -2 771		1 -1 732		-1.039	118	~4.070		-2.336		-1.277	
	-E 771		1 -1.219	067	-1.039		-4.244		-2.425		-1.472	
	-8 227		-4.503		-2.511		-4.503		-2.685		-1.559	
	-5 976		1 -3 377	667	-1.819	647	-4.330		-2.598		-1.472	
	1 -5.110		1 -3 031		1 -1.732	~.588	-4.417	346			-1.472	
	1 -5 110		1 -2 944		-1.645		-4.503		-2.685		-1.472	
	-5 110     -5 369		1 -2 944		-1.645		-4.763		-2.771		-1.559	471
			1 -3 031		-1.645		-5.110	500	-3.031		-1.732	588
	-5.802		1 -3 291		-1.732		-5.629	615	-3.204		-1.905	
	-6.666		1 -3.984		-1.992		-6.928	904	-4.070	933	-2.338	-1.000
	-6 235 1		1 -3.511		-1.992		-6.842	885	-4.070	933	-2.338	-1.000
	-5 110		1 -2.944		-1.645		-5.629	615	-3.284	600	-1.905	706
	-4 503 /		1 -5 771		-1.472		-4.763	423	-2.771	433 i	-1.645	
	-4 330 [		1 -5 598 1		-1.386		-4.417 [	346	-2.511 I	333	-1.559	471
	-4.244 1		1 -2 511		-1.386		-4.330	327	-2.511	333	-1.472	412
	-4 544 1		1 -2 511 1		-1.386		-4.244	368	-2.511		-1.472	
	-4 844 1		1 -5 511		-1.386	353		288	-2.511	333 (	-1.472	412
	-4.070		1 -2 425		-1.299	294		269	-8.338	267	-1.386	353
	-3 724		-2.238		-1.299	294	-3.724	192	-2.252	233	-1.386	353
	-3 98- 1		-2 338		-1.299	294	-3.897	231	-2.252	233	-1.386	- 353
	-3.984		-5 338		-1.299	294	-3.897	231	-2.252	233	-1.386	353
	-4.070 !		-5.338	267 1		294		231	-2.338	267	-1.386	353
	-4.070		-2 339	- 267		294		250 [	-2.338	267 }	-1.386	353
	-4 070		-2 338	267 [		~.294 [		250 j		267	-1.386	- 353
	-4.157 1		-2 511 1	- 333 1			-4.070		-2.425	300 [	-1.472	412
	-4 850		-2.858	467		471			-2.944	500 į	-1.732	588
	-5.369		-3.204	- 600 1		529	-5.369	558			-1.905	706
	-6 149 1		-3 637 1	767			-6.235	750		800		882
	-3.377		-2 078	167 [		118		058			-1.039	118
	-3.637		-2 165 1	- 200 1		118		058		067		118
	-3.984		-6 252 1	- 833 1		118			-1.732 1		953	059
	-4.936		-2.771	433 [		418			-1.905 1		-1.039 [	118
	-6.842		-3 897 [	- 867		706			-1.732		-1.039 [	118
36		.500		.400 [	606		-3.204	077			-1.039	118
	-1.472 1		-1 299	.133	- 606 1		-3.204	077 1			-1.039	118
	-1 905 1		-1 299	.133	- 606 1		-3.031	038			-1.039	118
39 [	-1 905 1	212 1	-1 299	133	606	. 176	-2.771	.019	-1.645	. 000	953	059

Appendix B. Table 35 Reasured data and computed pressure distribution for b1/b2=0.50, g/b2=1.0, T1=290 K .

!	!		D -	Shape			!		Square	- Shape		
!	26 842	(m/s)	1 20 328	(m/s)	15.347	(m/s)	26.8427	7 (m/s)	20.388	5 (s/s)	15.347	) (m/s)
•	Ps cm.H2G	Cp	Ps cm.H20	Cp	Ps cm.H20	Ср	Ps ca.H20	Ср	Ps ca.H20	Ср	Ps cm.H20	Ср
1	12.165	154	-1 472	. 067	866	.000	-2.944	619	-1.732	033	-1.039	118
2	-2.252	. 135	-1.472	067	866	. 000	-2.944		-1.945		-1.126	176
3	1 -2.336	115	1 -1.472	067		. 900	-3.551		-1.992	133	-1.126	
4	-2.338	115	-1.472	067		.000	1 -3.551	154			-1.126	176
5	1 -9.266 1	-1 423	-5 802	-1 600	-3.118	-1.529	1 -6.409 1	786			-2.165	862
6	-7 101 1	- 9+2	-4.244	-1.000	-2.338	-1.000	-5.110	560			-1.732	
7 1	-5.716	635	-2 637	767	1 -1.905		-4.936		-3.118		-1.645	
8	-5.369	- 558	-3.377	667	-1.819		1 -4.936	462			-1.645 (	
9 1	-5 196 (		-3.284		-1.732		1 -2.053		-3.118		-1.645	
10	-5 196 (	519	-3.377-1	667	-1 732 1		-5.196		-3.204		-1.732	
11 1	-5.543 (	- 596	-3 551 1	733	-1.819		1 -5.716		-3.551		-1.905	
12	-6 235 1	- 750	-3 984	- 900	-2 078 1		1 -6.755 1	865			-2.165	
13 [	-5 802 :	654	-3 697 ;	- 867	-1.905		-6.495	808			-2.165	
14	-4.590	- 385	-3 118 1	567	-1 645	- 529	-5.110	500			-1.732	588
15 1	-4 244	- 308	-2.771	- 433	-1.472	412	-4.503		-2.771		-1 472	
16 i	-4 157	- 288	-2 771	- 433	-1 472	412	-4.244		-2.685		-1.386	353
17 1	-4.157 1	- 288 1	-£ 771 I	- 433	-1.472	412	-4.244	348	-2.685		-1.386	353
18	-4.157	- 266 1	-£ 771 1	433	-1.472	412	-4.244	308	-2.685		-1.386	353
19	-4 157	- 336 -	-2 771 1	- 433	-1.472	- 412	-4.244	308	-2.685 1		-1.386	353
	-3 984 1	- 250 1	-c.685 i	- 400 1	-1.386	353	-4.070	269	-2.511		-1.386	353
	-3.637		-2 425	- 300 i	-1.299	~ 294	-3.637	173 [	-2.165	200	-1.299	294
	-3 897		-2 596	- 367 i	-1.386	353 i	-3.897	231	-2.338	267	-1.299	294
	-3 98- 1		-2 596 1	- 367 1	-1.386	353 j	-3.897	231	-2.338		-1.299	294
	-3 98- 1		-2 598 1		-1.386 1	353 1	-3.984	250	-2.338	267	-1.299	294
	-3 284		-2 685 1	- 400 1	-1.386 1	353 (	-3.984	250	-2.338	267	-1.299	294
26			-2 685	- 400		353 I	-3.984	250	-2.338	267	-1.299 [	294
	-4 070		-£ 771 i	- 433 1		353	-4.070	269	-2.425		-1.386 [	- 353
	-4.763		-3 118		-1.559	- 471	-4.677	404 1	-2.771		-1.559	471
	-5.283		-3 464 1		-1 .732 1	- 588	-5.369		-3.118		-1.732	586
	-5 802 :		-3 897		-1.905 1	- 706		750	-3.551		-1.992 [	765
	-3.551		-2 338 1	267	-1.212	- 235	-3.204	077	-1.992 1		-1 039 [	- 118
	-3 811 1		-2 425	- 300 1	-1.212 1	235	-3.204	077	-1.819	067 1		059
	-4 502 1		-2 944		-1.472	412		096	-1.819	067 1	953 [	059
	-S 602 ;		-3 811 1		-1.732	- 588		192	-2 252 1		-1.212 1	235
	-7.53- :		-5 369	-1 433 1		- 529		404	-2.598	367	-1.472 [	412
		500 1		400	- 433 1	.294			-1.472	.067 1	779 1	. 659
36 1			-1.039	233	- 606	176			-1 472	.667	779	. 059
	-1 47£ :		-1 039 1	.233	- 606	176		.077	-1.478	. 067	779	. 059
	-1 47¢ !		-1 039 1	.233	606 1		-2.338		-1.472 1	. 067	779	. 059

Appendix P. Table 36 Measured data and computed pressure distribution for b1/b2=0.37, g/b2=1.0,T1=290 K  $^{\circ}$ 

	i			Shape			!		Square	- Shape		
	1	7 (p./g)	1 20 388	5 (m/s)	1 15 347	9 (m/m)	26 842	7 (m/s)	1 20.38	B5 (a/s)	1 15 347	9 (=/s)
•	Pr   en H20	(p	P# cm. H20	Cp	Ps   CR.H20	l Cp	P# 1 cm.H20	Cp.	Ps	Cp	Ps	I Cp
1	1 -1 645	. 269	1 -1 039			j		i	cm. H20	!	Cm.H20	1
	1 -1 732		1 -1.039	. 233	606			. 115	-1.472	.067	3	!
3	1 -1 732		1 -1.039			1 .176	1 -2.511	877	1 -1.732	033		1 .00
4	1 -1 732		1 -1 039			. 176	1 -2 771		1 -1.732		, ,,,,,	. 01
5	-9 613			.233		176	1 -2.771 i		1 -1 732	033		- 0
			1 -6 535	-1.767		-1 765	-8.833	-1 327	1 -5 369			- 0
		-1 3-6	-5 369			-1 412	-6.235		1 -3 811		1 -5 858	1 -1.35
	-6 665		1 -4.503	-1.100	822.3-	-1.000	1 -5.369	- 254	1 -3.464		-2.078	182
	-5 e02	- 846	1 -4.070		-2.078	824	-5.196	- 510	-3.204		1 -1.819	- 64
		- 654	1 -3 637	767	-1.905	706	-5.110		-3.118		-1.732	58
	-5:543		1 -3 551	733	-1.905	- 706	-5.196				1 -1.645	58
	-5 625	- 615	1 -3 551	- 733	-1.905		-5.543		1 -3.204		1 -1.732	
	-5.802		1 -3 637 1		-1.992	- 745	-6.322		-3.464		-1.819	
	-5 365		1 -2 551 1	- 733	-1.905	- 706	-5.802		-3.811		-2 078	
	-4 850 ;	- 442	1 -3.118 1	- 567	-1.645	- 500	-5.802		1 -3.637		-1.905	
15	-4 503 !		-2 858		-1.559	327	-4.677		-2.858	467	-1.559	47
16 1	-4.507	- 365	-2. ese i		-1.559	- 471	-4.244		-2.685	400	-1.472	41
17 i	-4 417 1	- 346	-2 858		-1.559	471	-4.157 j		-2.598	367	-1,472	41
te i	-4 417		-2 859 1				-4.157	288	-2.598		-1.472	
	-4 417		-2.858		-1.559		-4.157	288	-2.598		-1.472	
	-4.157		-2.685	467	-1.559		-4,157	288			-1.472	
	-3 811		-2.511	400	-1.47E j		-4.070		-2.511		-1.386	
	-4 070			- 333 }	-1.386 1	353	-3.637 1	173			-1.299	
			-2.685	400 j	-1.472	412	-3.984 1		-2.425		-1.386 1	
			-2 771	433 i			-3.984		-2.425		-1.386 1	- 35
	-4 157 1		-2 771	433			-3.984		-2 511		-1.386	35
	-4 244		-2 771	- 433	-1.472		-3.984	250				35
	-4.330		-2 771	- 433	-1.472	412		250	-2.511		-1.386 [	35
	-4 503 1		-2.944	500 i	-1.559 i		-4.070 1	- 269	-2.598		-1.386	- 35
	-5 110 ;		-3 377	- 667 1	-1.732	588		365			-1.386	35
	-5 543 1		-3 637 1	767	-1.905		-5.110				-1.559	47
	-5 808 1	- 654 1	-3.811	- 833	-P 078		-5.802		-3.291		-1.732 [	58
	-4.076	- 269 1	-2.685		-1.472	- 419	-3.291		-3.811		-1.905	~.70
	-5 369 1	- 550			-1.472	412			-2.165			17
3	-6 062 1		-4.157	967					-2.252			- 17
4	-7.534			-1.333			-3.811 1		-2.511			239
						-1.059			-3.118 }		-1.472	418
	- 606	500					-6.842	865	-4.677		-2 252	- 941
- ,	-1 039	404	- 606 1		520		-1.472		-1.039	.233	- 606 1	176
	-1.299	346		.400 [	520		-1.905	.212		.100	606	. 176
	-1 299			267	520		-1.905 [	.212	-1.386 j	.100	606	. 176
, ,	-, 277 /	346 !	- 953	.267	520	. 235 1	-1.645	. 269	-1.386 1	. 100	- 606	176

Appendix B. Table 37 Heasured data and computed pressure distribution for  $b1/b2=0.25,\ g/b2=1.0,\ T1=290\ K$  .

	!		D -	Shape			!		Square	- Shape		
	26.8427 1#	/# <sup>1</sup>	20 388	5 (m/s)	1 15 347	9 (m/s)	26.842	7 (m/s)	20.388	5 (e/s)	20.3889	(a/s)
•	Ps     cm.H20	Cp	P#	i Cp	Ps cm.H20	l Cp	Ps     cm.H20	Сp	Ps cs.H20		. Ps cs.H20	Сp
	!		1		087	.529	-1.645	060	1 -1.039	.233	606	.40
1 E		.808.			087		-1.905		1 -1.039			
3		758			087		-1.905		-1.039	. 233		
4		75.0					-1.905		-1.039	.233		
5			-4 070		-2.771			~1.615			-3.811	
6			-4 244		-2 771		-8.833		-4.936		-3 204	
7					-2.771			923			-2.685	
	-7.621   -1								-3.637		-2.338	
,					-2.338			654			-2.165	
					-2.252		-5.369	558	-3.118		-2.165	
1			-4.070		-1.992		-5.196	~.519	-3.118		-2 165	
					-1.819		-5.802	654	-3.204		-2.252	
			-2 551 (		-1.645		-5.369	558	-3.031	533	-2 165	
			-3 377 1		-1.559		-4.330 I		-2.771	433	-1.819	
			-3.204		-1.472		-4.417	346	-2.511	333	-1.732	
					-1.472		-4.330		-2.511		-1.732	
			-E. 944 I		-1.472		-4.330		-2.511		-1.732	
			-E 858 I		-1.386		-4.330	327	-£.511		-1.732	
			-2 771		-1.386		-4.244	308	-2.511		-1.645	
			-2 685 1		-1.299	294	-4.070		-2.338		-1.472	
			-8.511		-1.299	294	-3.724		-2.252		-1.386	
			-2 685 1		-1.299	294	-4.070		-2.338		-1.386	, 10
			-2.771	433 i	-1.299		-4.070		-2.338		-1.386	. 1 6
			-E.771 I		-1.299	294	-4.070 I		-2.338		-1 386	
			-E 858 I	467	-1.299		-4.070 [		-2.338		~1.386	. 16
		3(5	-E 944	500 j	-1.386 1		-4.070		-2.338		-1.366	. 10
		404	-3 118 1	- 567 1	-1.472 1		-4.244		-2.511		-1.472	06
		£19 ]	-3 464 1	- 700	-1.559		-4.936	462			-1.472	. 06
	-5.629 : -		-3 637	767	-1 645 1		-5.369		-7.361		-1.559	03
i		750 1	-3 994 1	900 1	-1.732		-5.802		-3.291		-1 732	
i	-6'.668 ! -		-4 157 1		-1.819		-3.984		-2.338		-1.212	
ij	-8.141 1 -1						-4.677		-2.598		-1 212 1	
i			-5 543 1				-5.369	558			-1.472	
i	-8 147 1 -1	173 1	-5 716	-1.567	-2.511	-1.118	-7.534		-4.330		-2.165	
i		173	-5 543 1	-1 500	-2 598	-1.176	-9.266	-1.423			-2.685	
i	.60€	769 1	260 1	733		.588 [		.327				
i		789 1	260 )	733			-1.386	.327				.43
· i		769	260 1	.733			-1.386	.327				
		769 1	£60 I	723 1	.000	.588 }	-1.386	.327	953	.267	520 1	

Appendix B. Table 36 Measured data and computed pressure distribution for b1/b2=1.0, g/b2=0.75, Ti=290 k

!	 		p - 9					Bquare	- Shape			
; ;	26 6427	(8/6)	20 3885	(m/s)	15 3471	(n/g)	26.8427	(m/s)	29.388	5 (m/s)	15 347	9 (m/s)
•	Pg (	(p	C+. H20	Cp	P#   cm.H20	Cp	Ps   cs H20	Cp	Ps cm.H≥O	Cp.	Pa ca.H20	t Cp
1	-2 771	019	-3 204	600	-1.819	647	-6.928	904	-4.417	-1.067	-2.338	-1 000
1 2	1 -5 335 1	115	1 -2 771	<73	-1.819	647	-6.409	788	-4.417	-1.967	-2.338	1 -1.000
	1 -5 336 1		-5 858 1		-1.619		1 -6.495 1		-4.417		-2 338	1 -1 000 1
,	1 -1 472 1		-2.858		-1.819		j -6.926 j		1 -4.417		-2.338	1 -1 000 1
	1 -7.361		-3 464 !		-1.905 j		-6.755		-4.330			882
	1 -4 503		1 -3 031 1		1 -1.732		1 -6.409 1	788			2.078	
	] -4 590   ] -4 763		-2 944     -2 944		-1.645     -1.472		-5.263     -5.369	558	1 -3.811		1 -1.905	
	-5 023		-2 344 (		-1 472		-4.936 I		1 ~3.204		-1.559	
	-5 456		-3 204		-1.472		-4.590 1	385			-1.472	
	-6 835	- 750	-3 464		-1.645		-4.244		-3.031		-1 386	- 353
	-7 967		-4 070		-1.819		-4.244	308			-1.299	
	-7 881 :				-1.819		-4.244		-2.771		1 -1.299	294
14	-6 835	- 750	-3.204	- 600	-1 645	529	-4.070	269	-2.771	433	1 -1.212	- 235
15	-5 283 1	- 578	-2.858	467	-1.386	353	-4.070	269	-2.685	400	1 -1.212	- 235
16	-4 936 1	- 462	-2 685	- 400	-1.386	353	-3.984	250	-2.598	367	1 -1.212	- 235
17	-4 850 1	- 442	-2 685	400	-1.386	353	-3.897	231	-2.598		1 -1.212	
18	1 -4 763 1	- 423	-2 685 1	400	-1.386		j -3.811 j		1 -2.511		1 -1 126	
	-4 677 1		-2.685		-1.386		-3.637		-2.511		1 -1 126	
	-4.590		-2 59e		-1.299		-3.637		-2.338		1 -1 039	
	-4.244 1		-5.336 [		-1.212 1		7-3.291	096			953	
\$5			1 -5 511 1		1 -1.212 1		-3.551	154			1 -1.039	
	-4 503 1		-5 511 1		-1.212		-3.551		-2.338		1 -1.039	118     - 118
24			-2 511 1		1.212.1-		-3.551	154			1 -1.126	176
25			-2.511 [		-1.212		-3.637	172	-2.338     -2.511		1 -1.212	
86			-2 685		-1.212 [		-3.724     -3.811		-2.598		-1.212	
27			-2.856     -3.291		-1.559     -1 645		-4.070	269			-1.299	
85			-3 637 1		-1.732		-3.984		-2.685		-1.212	
29	-7.534		-4 070		-1.039		-4.244	308			-1.299	
31			-1 819	- 067			-3.637		-2.598		-1.212	
32			-1 645		- 693		-4.070		-2.598	367	-1.299	294
	-3 204		-1 472		-1.039		-4.330	327	-2.771	433	-1.386	- 353
34			-1.819		-1.039		-4.936		-3.377	667	-1.472	
	-6 668		-1.732		-1 212	235	-5.802	654	-4.070	~.933		
36	- 173		-2 252 /		-1 386	353	-7.101 1		-4.503		2.078	
37	-1 472 1	308	-2.252	- 833	-1.386	353	-6.668 1		-4.503		-2.078	
38	-1 737 (	250	-2 252 1		-1.386		1 -6.755 1		-4.503			
	-2 165 1	154	-2.252	233	-1 386	353	1 -6.322	769	-4.503	7 -7.100	-Z 078	- 824

appendix B Table 39 Heasured data and computed pressure distribution for b1/b2=0.75, g/b2=0.75, T1=290 K .

1	 I	D - Shape		1	Square - Shape	]
1	26 6427 (m/s)	20,3885 (m/s)	15 3479 (m/s)	26.8427 (m/s)	20.3885 (m/s)	15.3479 (m/s)
	Ps ; (p   ca.H2()	Fa   Cp   C# H20	Ps   Cp   cm.H20	Ps   Cp   cp. H20	Ps   Cp   Cm. H20	Ps tp cs.H20
3 4 4 5 6 7 6 8 9 9 1 10 11 11 12 1 13 1 14 1 15 1 16 1 17 1 1 18 1 19 1 19 1 19 1 19 1 19 1	CR. m2C   -077   -2 771   019   -2 771   019   -3 204   -077   -5 204   -077   -5 204   -077   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -5 204   -6 205   -6 205   -4 306   -4 306   -3 207   -4 204   -3 206   -3 206   -4 206   -4 206   -3 206   -4 206	CR H20     -100   -150   -100   -1505   -100   -1505   -100   -1505   -100   -1505   -100   -1505   -100   -1505   -	Cm. H20	cn. H20     -4.677   -404   -5.623   -481   -5.629   -615   -652   -4.677   -346   -4.503   -365   -4.417   -346   -4.503   -365   -4.417   -346   -4.503   -365   -4.503   -3.	ca. H20     -3.118  567     -3.464  700     -3.464  800     -3.284  800     -2.944  500     -2.858  467     -2.858  467     -3.118  507     -3.204  600     -3.897  667     -3.897  667     -3.81  633     -3.204  600     -3.897  647     -3.81  331     -3.204  600     -3.897  647     -3.81  331     -3.204  600     -3.897  647     -3.81  331     -3.71  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.771  433     -2.665  400	Cm.H20
21 22 24 24 25 26 27 28 28 28 28 28 28 28 28 28 28 28 28 28	-3 637   -173   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -4 070   -2 69   -6 070   -2 69   -6 070   -2 69   -4 070	-2 425   -833 -2 425   -300 -2 425   -300 -2 425   -300 -2 511   -333 -2 511   -333 -2 511   -333 -2 598   -367 -2 944   -500 -3 984   -900 -1 100   -100 -1 328   -867 -1 905   -100 -2 328   -867 -3 204   -600 -4 070   -933 -606   400 -1 212   167	-1,386  353 -1,472  412 -1,472  412 -1,472  412 -1,472  412 -1,559  471 -1,559  471 -1,732  588 -1,992   -785 -2,338   -1,800 -1,126  176 -1,212  235 -1,299  254 -1,732  588 -1,732  588	-3.724192 -3.724192 -3.724192 -3.811212 -3.984250 -4.73423 -5.110500 -5.602654 -6.656 .000 -2.771 -019 -2.685 .038 -2.336 .115 -2.336 .115 -3.336 .15 -4.437500 -4.763423 -4.417346	-2.598367 -2.598367 -2.598367 -2.596367 -2.596367 -2.771433 -3.204600 -3.551733 -4.070933 -2.165200 -1.905007 -1.819667 -1.819667 -1.472 .667 -1.3637767 -3.637767 -3.637600 -2.944500	-1.299

1 1			D - 9	Shape					Square -	- Shape		
!	26 8427	(m/s)	20 368	(a/e)	15 347	9 (a/s)	26.8427		20.388	5 (=/=)	15.3479	(0/0)
i												
! • !	Pe ;	Cp	Ps cm H20	Cp	Ps	Ср	Ps   cs.H20	Cp	Ps cs.H20	Cp	Ps Cm. H20	Cp
i						-2						
j 1	-2 339 1	115	-1.732	- 033,	-1.039	118	-3.984	250	-2.425	300	-1 386	
1 2	-2.33e	115	-1.732	- 633	-1.039	118	-4.070	269	-2.685		-1 472	
	-8 338 1		-1 619		-1.039		-4.677 }		-2.944		-1 645	
	-1 905 1		-1.732		-1.039		-4.936		-3 031		-1.732	
	-6 633 1		-5.369	-1.433		-1.294			-3.031		-1 732	- 588
	-6.665		-4 070		-2.076	824			-2.944			529 [
	-2 650 1		-3 464		-1.819		-4.763		-2.944		-1.559	
	-5 365 1		-3 204		-1.732		-4.763		-2.744		-1.559	
	-5.023     -5.196		-3 204		-1.732 -1.732		-4.936     -5.110		-3.118		-1.732	588
	-5 195     -5.543		-3.551		-1.732		-5.456		-3.377		-1.732	588
	-6 409		-4.070		-2.165		-6.495		-3.897		-1 992	- 765
	-5 802		-3.811		-1.992		-5.976	692			-1.905	- 706
	-4 677 ;		-3.031		-1.559		-4.763		-2.944		-1.559	- 471
	-4 244 1		-2.771		-1.472		-4.417		-2.771		-1.472	- 412 1
	-4 076		-£ 775		-1.472		-4.244		-2.685		-1.472	412
	-4 070		-E 771		-1 472		-4.244		-2.685	400	-1 472	- 412
	-4 070		-2 771		-1.472		-4.244	308			-1.472	412
	-4.070		-E.771		-1 472		-4.244		-2.685	- 400	-1.472	- 412
	-3 984		-2 685		-1 386		-4.070	269	-2.598	367	-1.472	- 412 (
	-3 551		-2.338		-1.299		-3.637	173	-2.338	267	-1.299	
	-3 984		-2 685		-1.386	353	-3.897	231	-2.425	300	-1.386	- 353
	-3 984		-2.685		-1.386	353	-3.897	231	-2.425		-1.386	353 [
	-3.984		-8 685		-1.386	353	-3.897	231	-2.425	300		353 }
	-3 984 1		-2.685	400	-1.386	353	-3.897	231	-2.425		1 -1.386	353
	-4.070	- 269	-2.771	433	-1.386	353	-3.897				-1.386	- 353
	-4.417 (	- 346	-2.858		-1.386		-4.070		-2.511		1 -1 472	412
88	-5.110		-3.291		-1.732		-4.590		-2.944		1 -1.732	588
	-5.629	615	-2.637	767	-1.819		-5.369		-3.377		-1.905	- 706
30	-6.062		-4.070		-2.078		-6.062		-3.897		-2.165	- 882
	-3.204	- 077	-E.165		1 -1.126		-3.204				1 -1 299	294
	-3 984	250	-2.339		-1.212		-3.031		-1.905	100		
1 33	·-5.802 (		-3.204		-1.472		-3.031	038			1 -1 039	- 176
34	-6.668		-4.070		-2.078		-3.204		-1.992		1 -1.126	
35	-7.534		-4 936		-2.338		-2.944		-1.905			
36			- 173				-3.984			333		
	-1 039 1		-1.039				-3.984		-2 511   -2 165		-1.299	
	-1.478 1		-1.039				-3:464		-1.819		1 -1.039	
1 39	-1.472 1	.308	-1.039	. 233	520	.235	-2.771		1 -1.019	001		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

Appendix P Table 41 Heasured data and computed pressure distribution for b1/b2=0.50, g/b2=0.75, T1=290 K.

1			p - :	Shape					Square -	Shape		
j .	26 8427	(m/s)	20 388	5 (m/s)	15.3479	9 (m/s)	26.8427	7 (m/s)	20.3885	(2/5)	15.3479	(0/0)
	Ps	Cp	Ps   Ps   cm.H20	Ср	Ps	Cp	Ps	Ср	Ps   ce.H20	Cp	P#   Cm.H20	Cp i
					1	1			-1.905	- 100	-1.039	- 118
1 1	-2.338	115	1 -1.472	.067	866	1 .000	-3.031		-1.992		-1.126	- 176 1
1 2	-2.511 1		-1.E59				-3.377		-2.165		-1.212	235
1 3	-2.599		-1 732		953		-3.637		-2.165		-1.212	235 1
4	-2.598		-1 732				-3.637		-4.070		-2.165	
1 5	-9 440 1	-1.462	-5 976			-1.568	-6.582		-3.204		-1.819	647
1 6	-7.534	-1 038	-4.503		-2.338		-5.369		-3.204		-1.645	529
1 7	-5 976 1	- 692	-3.984		1 -1.992		-5.110		-3.118		-1.645 1	529
	-5.71€ 1	- 635	-3.551		j -1.819		-5.110		-3.118		-1.559	
1 9	-5 369	- 558	-3.377		1 -1.732		-5.110		-3.204		-1.645	
	-5.283	- 578	-3 377	667	1 -1.732	588			-3.464		-1.819	
	-5.456	- 577	-3 464		-1.819		-5.629		-4.070		-1.992	
	-5.976	692	-3.724		1 -1.905		-6.409		-3.637		-1.905	
	-5.369	- 558	-2.551		-1.819		-5.802		-2.858		-1.478	
	-4.503 (	- 365 1	-3 811		1 -1.472	412	-4.590		-2.685		-1.386	- 353 I
	-4 244	- 308 (	-3 637		-1.386		-4.330				-1.386 1	
	-4 244		-3 551	- 733	-1.386		-4.244		-2.598		-1.386	- 353
	-4 244		-3 551 (	- 733	-1.386		-4.244		-2.598	- 367	-1 386	
	-4 244		-3.551	733	-1.386	353	-4.244		-2.598		-1.386	
	-4.244 1		-2.551	- 733	-1.386	353			-2.598		-1.299	- 294
	-3.984		-3.464		-1.299	294	-4.070		-2.511		-1.299	
	-3 E51		-2 339		-1.299	294			-2.338		-1.299	- 294
	-4 070		-2.685		-1.299	294			-2.425		-1.299	- 294
	-4 970		-2.685		-1.299	294	-3.984		-2.425		-1.299	294
	-4 070		-2.685		-1.299	294	-3.984		-2.425		-1.299	
			-2.685 1		-1.299	294	-3.984		-2.425		-1.386	
	-4.070		-E 771 I		-1.386	353	-3.984		-2.425			
	-4.157		-2 944		-1.386		-4.070	269	-2.511		-1.386	
	-4 417 1	- 500	-3 464		-1.645	529	-4.590		-2.858			
	-5 110 1		-3.637			588	-5.369		-3.204		-1.819	
	-5.629 1		-4 070		-1.905	706	-6.235	~ . 750	-3.811		1 -2.165	
	-5 889 1	- 613 ]	-2.338			- 235	-3.204	077	-2.078	167	1 -1.212	
	-3.464		-2 858		-1.299		-3.204	077	-2.078		1 -1.212	
	-4.677				-1 472	412	-3.724	192	-2.165		1 -1.299	
1 33	-5 889 1	- 673	-3 637 1		-2.165		-3.897	231	-2.338		1 -1.299	
1 34	-7 101 1	- 942	-4.736	-1 60/	-2 771	-1.294	-4.936 -9.771	462	-2.944		1 -1.472	
35	-8.400			-1 533	-1.039	- 118	-2.771		1 -1 .732	033		
36		698 1					-3.377	115	-2.078	167	1 -1.126	
1 37	-1 039 1		- 779		520		-3.031	038	-1.905	100	1 -1.039	
38	-1 472 (		-1 039 1				-2.338		1 -1.472	.067	1779	059
1 39	-1 472 1	308 1	-1 039	. 233	520	1 .533						

Appendix & Table 42 heasured data and computed pressure distribution for b1/b2+0 37, g/b2+0.75, Ti=290 K .

!!!			t - s	hape					Square	Shape		!
	<b>26 €</b> 4≥7	18.78.1	20 3865	(m/s)	15 347	(m/s)	26.8427	7 (m/s)	20 3885	(m/s)	15.347	(m/s)
•	FE	Lp	Fs +20	Cp	Ps cs.H2D	l Cp	Ps ca.H20	Cp	Ps :	Сp	Ps cm.H20	Cp i
	-1.905   -2 076		-1 039				-2.338 -2.771		-1.472 -1.732	.067		
1 3	-2 07E	173	-1 366	100	779	. 059	~2.944	019	-1.819	067	866	.000
	-1.905		-1 126     -6 235	-1 767	-3.204	-1 588	~2.685     ~9.266	.038 -1.423		067 -1.433	-3.204	-1 588
	-8 574 1	-1 265 ! - 942	-5.369 ! -4 503 !		-2 685		-7.015   -5.543	923 596			-2.252	- 541
1 6 1	-6.235	- 750	-4 076	- 933	-1.905	706	-5.543	596	-3.204	600	-1.732 -1.645	588 ]
10	-5 802 1 -5 3e5 1		-3 464     -3 377	- 667	-1.819   -1.645	529	-5.456   -5.456	577	-3.031 -3.031	~.533	-1.732	588 [
	-5 365   -5 365		~3 291     ~3.464		-1.645		-5.543   -5.976		-3.118 -3.377		1 -1.732	
1 13	-4 936 ;	- 462	-3 204 -2 771	600	-1.559 -1.366	471	-5.456 -4.503	577	-3.118 -2.511	567	1 -1.732	
	-4 41?   -4 244 }	- 308	-2 685	460	-1.299	294	-4.417	346	-2.425	300	-1.386	353
	-4 157 ; -4 157 ;		-2.665		-1.299   -1.299		-4.330   -4.330		-2.425 -2.425		1 -1.386	353
1 18	-4 157 1		-2 665	400	-1.299 -1.295		-4.330     -4.244		-2.425 -2.425		-1.386	
1 20	-3 297	- 231	-2 511	- 333	-1 212	235	-4.070	269	-2.336	267	-1.299	294
	-3 637		-2 252     -2 511		-1.212		-3.551     -4.070		-2.252 -2.252	233	-1.299	294
23	-3 984 I	- 250 - 250	-2 511 -2 511		-1.212		-4.070		-2.252 -2.252		-1.299   -1.299	
25	-3 984 ;	- 250	-2 511	- 333	-1 212	235	-4.070	~.269	-2.252	233	-1.299	294 ]
	-4 070 ;	- 269 - 327	-2 598     -2 771		-1 212		-4.070     -4.157	288	-2.252 -2.338	267	-1.386	- 353
	-4 536 ; -5 365 ;	- 462 - 558	-3 118     -3 464		-1.386		-4.590   -5.196		-2.598 -2.944		-1.645	529
1 30	-5 625 1	- 615	-3 637	767	-1.645	529	-5.889		-3.377		1 -1 905	
	-4 157 1 -5 369 1	- 556	-2'335     -3 204	600	-1 126 -1.295	- 294	-3.724	~.192	-2.078	- 167	1 -1.386	- 353
	-6 062   -7 53-	- 712	-4.070   -4.536	- 933 -1 267	-1.645   -2.338		-4.157	519	-2.425 -2.944	500	1 -1 645	- 529
35	-6 633	-1 327	-5 608		-2 511		-7.967		-4.503   -1.039		-2.771	
	-1 035 :	596 <b>4</b> 04	- 606	400	433	.294	-2.338	.115	-1.472	.467	779	
	-1 472 :	306 308	-1 635   -1 635				-2.338 -1.905		-1.472   -1.126		•	

Appendix E Table 43 Heasured data and computed pressure distribution for b1/b2=0.25, g/b2=0.75, Tim290 K .

PE HEO - 779 - 779 - 520 & 633 & 633 & 8400 & 7967	462 462 519 692 -1.327	Ps cm H20	233 233	Ps cs.H20	9 (m/m) ) Cp	Ps   ca.H20	7 (m/s) Cp	20.3885 Ps ( cm.H20 )	(m/s)	15.3479 Ps cs.H20	Ср
- 779 - 779 - 523 - 566 8 535 6 633 8 400 7 967	462 462 519 692 -1.327	cm. H20   -1.039   -1.039   - 953   - 866	233 233	606		CB. H20	Ср		Ср		
779 779 - 520 260 8.835 6.835 8.400 7.967	462 462 519 692 -1.327	-1.039 - 953 - 866	.233		176						
- 779 - 520 260 8 633 6 633 8 400 7 967	462 519 692 -1.327 -1.327	-1.039 - 953 - 866	.233			1 -1.732	.250	-1.039	.233	- 606	
- 520 260 8 633 6 633 8 400 7 967	519 692 -1.327 -1.327	- 553				-2.252			133		
8 633 8 633 8 400 7 967	692 -1.327 -1.327	- 866				-2.338		-1.386	.100		
8 633 6 633 8 400 7 907	-1.327 -1.327				.235	-2.338			.100		. 176
6 633 8 400 7 967	-1 327			-3.204	-1.586	-9.699	-1.519		-1.600		-1.294
8 400 F		1 -5 716	,		1 -1.471	-6.633	-1.327		-1.267	-2.338	-1.000
7 907			1 -1 267		-1.294	-7,361	-1.000	-4.157	967	-2078	- 824
		1 -4 536	1 -1 033		-1.118	-6.582		-3.637	767	-1.905	
	-1 135	-4 330	1 -1 033	-2.165	882	-5.889			600		
7 10: 1	, , ,	1 -3 611		-1.992	765	-5.456	577			-1.645	
6.409		1 -3 ES1			647	-5.369	558		533	-1.559	471
5.716 f		-3 204		1 -1.819				-3.031	533		
5 369 1		1 -3 116	,		,		462	-2.771		-1.472	
4 53i j		1 -2 944		1 -1.732	529	:			367	-1 472	
4 763		-5 771		1 -1 645					300	-1.386	- 35
4.596		j -2 685 i	•	-1.559	,		,			-1.366	35
4.503 1		-2 685		1 -1.559				-2.425	300		35
4 417 ;		-2 598		-1.559		,			300	-1.386	135
4.330		1 -2 598		-1.559				-2.338		-1.386	
4 076 1		1 -2 511		-1.472			269		233	-1.299	29
4 076 1		-2 335		-1.386			173		233	-1.299	29
3 637 1		-2 252		-1.386					233	-1.386	- 35
4 670 1		-2 425		-1.386				-2.338	267	-1.386	- 35
4.070 1		-2.511		-1.472					267	-1 386	35
4 676 1		-2 511		-1.472				-2.338	267	-1.386	35
4 070 1		-2.511		-1 472					267	-1.386	- 35
4 244 1		-2 511		-1 472						-1.472	
4 563 1		-2 685 I		-1.472	529			-2 485		-1.645	
4 536 1		-2.944		-1.645				-2.944	500	-1.819	
5 369 ;		-3 204 1		-1.819		-5.456		-3.204	600	1 -1.905	
5.543 (		-3 291		-1.905				-2.338	267		
5 803 1									433	1 -1.645	1 - 52
7 53+ 1									667		
7 567 1											
8 601 1											
									.400		
6 £33 ;									.300		
\$ £33 ;	596								.300		1 17
	E . G				•					1 -1.386	135
5778	803   534   567   661   833   260   173	809   -654 534   -1 036 567   -1 135 666   -1 268 833   -1 327 260   652 173   556 526   519	803   -654   -3 204   53 4   -1 336   -3 897   567   -1 135   -4 244   661   -1 288   -5 023   833   -1 327   -5 629   260   652   -173   596   -606   173   596   -606	805   -654   -3 204   -600 524   -1 036   -3.897   -867 567   -1.35   -4.244   -1 000 666   -1 288   -5.023   -1.300 67   -1.35   -4.244   -1 000 686   -1 288   -5.023   -1.300 687   -1.35   -4.244   -1 000 688   -1.35   -4.244   -1 000 680   -1.35   -4.244   -1 000 681   -1.35   -1.35   -1.35   -1.35   682   -1.35   -1.35   -1.35   -1.35   -1.35   683   -1.35   -1.35   -1.35   -1.35   -1.35   684   -1.35   -1.35   -1.35   -1.35   -1.35   -1.35   685   -1.35	805   -654   -3 204   -600   -2 252 524   -1 036   -3 897   -867   -1 992 567   -1 135   -4 244   -1 000   -2 338 666   -1 286   -5 023   -1 300   -2 271 533   -1 327   -5 629   -1 533   -3 204 260   652   -1 73   567   -260 173   556   -606   400   -520 524   519   -866   300   -520	805   -654   -3 204   -600   -2 252   -941   524   -1 036   -3 297   -867   -1.992   -765   567   -1.35   -4 244   -1 000   -2 338   -1 000   661   1 288   -5 023   -1 300   -2 771   -1 294   533   -1 327   -5 629   -1 533   -3 204   -1.586   260   652   -173   567   -260   412   652   -173   567   -260   412   652   -5 66   400   -520   235   521   519   -866   300   -520   235   235   521   519   -866   300   -520   235	805   -654   -3 204   -600   -2 252   -941   -4.070   524   -1 036   -3.897   -867   -1.992   -765   -4.763   527   -1 036   -3.897   -867   -1.992   -765   -4.763   567   -1.35   -4.244   -1 000   -2.338   -1 000   -5.802   661   -1 288   -5.023   -1.300   -2.771   -1.294   -7.534   523   -1.327   -5.629   -1.533   -3.204   -1.586   -9.264   2.266   652   -1.73   557   -260   412   -1.039   2.266   2.266   -6.06   400   -520   2.35   -1.645   2.266   -5.266   -5.266   -2.25   -1.645   -1.472	805   -654   -3 204   -600   -2 252   -941   -4 070   -255 524   -1 036   -3 897   -867   -1 992   -765   -4 763   -4 83 567   -1 135   -4 244   -1 000   -2 338   -1 000   -5 802   -654 666   -1 286   -5 023   -1 300   -2 771   -1 294   -7 753   -1 036 666   -1 286   -5 023   -1 300   -2 771   -1 294   -7 753   -1 036 672   -1 327   -5 629   -1 533   -3 204   -1 588   -9 266   -1 423 260   652   -1 73   567   -260   412   -1 039   404 273   -1 273   -1 274   -1 275   -	805   -654   -3 204   -606   -2.252   -941   -4.070   -2.251   -725   -4.763   -423   -2.771   -725   -4.763   -423   -2.771   -725   -4.763   -423   -2.771   -725   -4.763   -423   -2.771   -725   -4.763   -423   -2.771   -725   -72	805   -654   -3 204   -600   -2 252   -941   -4.070   -259   -2.33   -2.771   -4.33   -3 271   -4.35   -4.763   -4.83   -2 2771   -4.35   -4.763   -4.83   -2 2771   -4.35   -4.763   -4.83   -2 2771   -4.35   -4.763   -4.83   -2 2771   -4.35   -4.763   -4.83   -2 2771   -4.37   -6.67   -1.35   -4.24   -1.000   -2 338   -1.000   -5 .802   -6.54   -3.377   -6.67   -6.67   -1.35   -4.24   -1.000   -2 338   -1.000   -5.802   -5.54   -1.038   -4.24   -1.000   -6.00   -1.24   -1.038   -4.24   -1.000   -2.771   -1.294   -7.534   -1.038   -4.24   -1.000   -4.771   -1.000   -5.00   -3.204   -1.588   -9.266   -1.423   -5.456   -1.467   -6.06   -4.00   -5.00   -2.55   -1.645   -2.65   -8.66   -3.00   -5.00   -3.50   -3.55   -1.645   -3.65   -8.66   -3.00   -5.00   -3.50   -3.55   -1.645   -3.65   -8.66   -3.00   -5.00   -3.50   -3.55   -1.645   -3.00   -7.79   -3.33   -7.79   -3.33	805   -654   -3 204   -606   -2.252   -941   -4.070   -2.252   -2.338   -1.036   -3.271   -433   -1.645   -3.271   -433   -1.645   -3.271   -433   -1.645   -3.271   -433   -1.645   -3.271   -433   -1.645   -3.271   -433   -1.645   -3.271   -4.24   -1.000   -2.338   -1.000   -5.802   -654   -3.377   -667   -2.165   -3.271   -600   -2.771   -6.271   -1.254   -7.534   -1.038   -4.244   -1.000   -2.771   -1.254   -7.534   -1.038   -3.244   -1.000   -2.771   -3.251   -3.271   -3.2

Appendix P Table 44 Measured data and computed pressure distribution for b1/b2=1 0, g/b2=0.50, T1=290 K

				Shape 			1		Square	- Shape		
	26 642	18/61	20 368	(m/s)	15 347	(a/s)	26.842	7 (m/s)	20.388	5 (m/m)	15 347	9 (m/s)
•	P#     cm.H26	Çp	Ps   cn H20	Cp	Pa ca.H20	Ср	Ps ca H20	Ср	Ps cm.H20	Сp	Ps ca.H20	i Cp
	1 -4 503 i		-3 031	- 533	-1.559	471	~7.101	942	-4.676	- 933	-2 338	1 -1 60
	1 -4.670 1		-3 031	533	-1 645	~.589	1 -7.101		-4.070		-2.338	
	1 -5 110 1		-3 204	- 600	-1.645	529	-6.928		-4.070		-2.338	
	1 -6 235 1		-3 377	- 667	-1 819		-7.101		-4.070		-2.336	
	1 -4.070		-2 771	433	-1.815		-7.361	-1.000			-2.338	
6	1 -4.244 1	- 308	-2.685	- 400	-1.645		-7.101		-4.070		-2.338	
	1 -4.503 1	- 365	-£.596	- 367	-1.472		-6.235		-3.637		-2.145	
	1 -4 677 1	- 404	-£ 596	367	-1.386		-6.235		-3.551		-1.905	
9	1 -4.93E 1	- 462	-2 685		-1.386		-5.456		-3.031		-1.819	
	1 -5 369 1	558	-3 858		-1 386		-4.936		-2.458		-1.645	
1	1 -5.802 1	- 654	-3 116		-1 472		-4.503		-2.598		-1.472	
2	-7 534 1	-1.038	-3 637		-1.645		-4.244		-2.338		-1.386	
3	-7 361 (	-1 000	-3 551		-1.645		-4.070		-2.338		-1.386	
4	-5 629 1		-2 771		-1.386		-3.984		-2.338		-1.386	
5	-4 677 .		-2 598		-1.295		-3.897		-2.165			35
6	-4 417		-6 485		-1.212		-3.811		-2.165		-1.299	29
	-4 644		-3 425		-1.212		-3.724		-2.165		-1.299	29
	-4.244		-6 425		-1.212		-3.637		-2.165			29
	-4 244		-2 425 1		-1.812		-3.551		-2.078		-1.299	29
	-4.157		-6 338		-1.126		-3.464		-1.992		-1 212	23
	-3 £11		-2 252		-1.126		-3.118		-1.992		-1.212	23
	-4.070		-2.236		-1 126		-3.464				-1.126	17
	-4 070		-2 33e		-1 126		-3.551		-1.992		-1 126	- 17
	-4.070		-2 33e i		-1.126				-2.678		-1 126	17
	-4 070		-2 236		-1.126		-3.551		-2.078		-1 126	17
	-4 157		-2 425 1		-1.212		-3.637 ( -3.811 )		-2 165		-1.212 [	~.23
	-4 590		-2 598	367 1					-2.252		-1 212	
	-5 543		-3.204		-1.472		-3.984		-2.338		-1.38£ [	35
	-6.235		-3 377 (	- 667 1			-4.070   -4.330		-2.338 (	267		- 35
	-7.101		-3 724 1	- 800 1			-4.330 j		-2.425	300		
	-2 94- 1		-1 905						-2.771	433		
	-2 944		-1 732 1	- 100 I - 033 I			-4.936		-2.598	367		
	-2.856		-1 905 1	- 100 1			-5.369 [ -5.543 [	558		500 [		
	-2.858 ; -3.118 .		-1 905 I	- 100 ;					-3.204	600		
	-2.598 1						-6.235		-3.724		-2.165	
			-3 204 1	- 600			-6.842		-3.984		-2.165 [	
	-4.244		-2 944 1	- 500			-7.101		-4.670		-2.252 [	
	-4 076		-2 771 1	- 433			-6.668		-4.070		-2.252	
	-3 118 1		-2.771 1		-1.472		-7.101 [		-4.070		-2.252 [	
9	-2 858 ;	000 4	-£ 771 }	- 433 }	-1.472	- 412	-6.668	846	-4.070	933	-2.252	- 94

Appendix E Yable 45 Heasured data and computed pressure distribution for b1/b2=0.75, g/b2=0.50, T1=290 K .

!	!	D - Shape		!	Square - Shape	
1	26 8427 (m/g)	20 3885 (m/s)	15 3479 (m/s)	26.8427 (m/s)	20.3885 (m/s)	15.3479 (m/s)
•	PE   Cp	Ps   Cp   cm.H20	Ps   Cp   cm.H20	Ps   Cp   cm.H20	Ps   Cp   cm.H20	Ps Cp cm.H20
1 2 3 4 5 6 7 7 8 9 1 10 1 12 1 14 1 15 6 1 7 1 18 1 1 15 6 1 17 1 18 1 19 1 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Cm. M20     -3 984   -250     -3 984   -250     -3 984   -250     -3 984   -250     -3 984   -250     -3 984   -250     -3 984   -250   -3 984   -3 984   -5 986   -5 986   -5 986   -5 986   -5 986   -5 986   -5 986   -5 986   -5 986   -5 986   -6 986   -6 986   -4 936   -4	CP M20	cm. H20	Cn. H20	ca. H20    -3.204  600    -3.897  867    -4.503   -1.100    -4.677   -1.167    -3.944  900    -3.377  667    -3.204  600    -3.204  600    -3.204  600    -3.204  600    -3.204  600    -3.204  500    -3.204  500    -3.204  500    -3.204  500    -3.204  500    -3.204  500    -3.204  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.944  500    -2.858  467    -2.858  467    -3.724  800    -3.464  700    -3.724  800    -4.157  967    -4.157  967    -4.157  967	
32 33 34 35 36 36 37	-5.283   -538 -4.936   -468 -7.534   -1.038 -7.967   -1.135 -60.0   698 -1.035   404 -1.218   365	-1 905   -100     -2.339   -267     -3.637   -767     -4 503   -1 100     -173   .567     -1 039   .233     -1 039   .233	-1.559  471   -1.645  529   -1.905  706   -2.338   -1.000   -1.73   471   -606   176   -606   176	-3.984  250   -3.551  154   -3.551  154   -3.551  154   -5.976  692   -5.369  558   -5.196  519	-2.944  500 -2.858  467 -1.905  100 -1.905  100 -3.984  900 -3.551  733 -3.204  600	-1.472  412    -1.299  294

Appendix 8 Table 46 Heasured data and computed pressure distribution for b1/b2=0.625, g/b2=0.50,T1=290 K .

i		D - Shape	*************	!	Square - Shape	1
1	26 8427 (m/m)	) 20 3885 (m/y)	15 3479 (m/s)	26 8427 (m/s)	20.3885 (m/s)	15 3479 (8/8)
! *	P# : Cp	P#   Cp	Ps   Cp	Ps   Cp	PE   Cp	Ps   Cp
1 3	1 -4 070 1 - 269	-2 078   - 167   -2 511   - 333	-1 212  235   -1 472  412	-5 196  519   -5.629  615	-3.118  567  -3.291  633	-1.472  412     -1.819  647     -1.905  706     -1.905  706
1 6 7 8	-6 235   - 750   -5 629   - 615   -5,196   - 519	~5 369   ~1.433   ~4.070   ~ 933   ~2 637   ~ 767   ~3 377   ~.667	-2 771   -1.294   -2 165  882   -1.995  706   -1.819  647	-6.062  712   -5.002  654   -5.196  519   -5.283  538	-3.464  700   -3.204  600   -3.118  567   -3.031  533	-2 076  824   -1.905  706   -1.619  647   -1.732  586
1 10	4 \$30   - 462   -5 36*   - 558   -5 456   - 577   -4 936   - 462	-3 204  600   -3 377  667   -2 637   - 767   -3 377   - 667	-1.732  588   -1.732  588   -1.905  706	-5.369  558  -5.456  577  -5.976  692	-3.118  567   -3.204  600   -3.464  700	-1.732  588   -1.732  588   -1.732  588   -1.905  706   -1.819  647
1 15	1 -4 070 : - 269 1 -4 070 : - 269	-2.685  400 -2.685  400 -2.685  400	-1.472  412   -1.386  353   -1.386  353   -1.386  353	-4.503  365  -4.330  327  -4.244  308  -4.244  308	-2.685  400 -2.598  367 -2.511  333 -2.511  333	-1.559  471   -1.472  412   -1.386  353   -1.386  353   -1.386  353
1 19 1 20 1 21 1 22	-4.070   -269     -3.984   -250     -3.724   -192     -4.157   -298	-2 685   - 400 -2 596   - 367 -2 511   - 333 -2 598   - 367	-1.386  353  -1.299  294  -1.212  235  -1.299  294	-4.244  308 -4.157  288 -3.637  173 -3.984  250	-2.511  333   -2.425  300   -2.338  267   -2.338  267	-1.386  353   -1.299  294   -1.299  294   -1.299  294
24 25 26	-4.157 ! - 268     -4.157 ! - 268     -4.330 ; - 357	-2 598  367 -2 598   - 367 -2 685  400	-1.299  294   -1.299  294   -1.299  294	-3.984  250   -3.984  250	-2.338  267   -2.338  267   -2.425  300	-1.299  294   -1.299  294   -1.299  294   -1.299  294   -1.299  294
29   30   31	-5.369   -576   -5.802   -654   -6.235   -750   -4.070  269	-3 204   - 600 -3 637   - 767   -3 984   - 900   -3 464   - 700	-1.472  412   -1.645  529   -1.905  706   -1.559  471	-4.503  365   -5 196  519   -5.976  692   -4.330  327	-2.771  433   -3.204  600   -3.724  800   -3.031  533	-1.472  412   -1.645  529   -1.905  706   -1.299  294
33 34 35 36	-6.062 : - 712   -7.534   -1.038   -8.227   -1.192	-4 157   - 967   -5 023   -1.300	-1.472  412   -1.905  706   -2.338   -1.000   606   .176	-4.244  308   -4.330  327   -4.330  327	-2.858  467   -2.944  500   -2.944  500   -2.944  500	-1.212  235   -1.212  235   -1.126  176   -1.039  118   -1.472  412
	-1.039 4 404	-1,299   .133   -1,299   .133   -1,299   133		-3.811  212	-2.338  267	-1.299  294   -1.299  294   -1.299  294

Appendix & Table 47.Heasured data and computed pressure distribution for bi/b2=0.50, g/b2=0.50,T1=290 K .

!	!		؛ - ۵	hape			!		Square :	- Shape		
1	26.8427	18/5/	20.3689	(m/s)	15.347	) (m/s)	26.842	7 (m/s)	20.388	5 (m/s)	15.347	(m/s)
	P#	Ср	Ps	Ср	Ps cm H20	Ср	P#   cn.H20	Ср	Ps ca.H20	Cp I	Ps cm.H20	Ср
1	-2.771	019		~.033	779	. 059	-3.118	058	-2.078	167	-1.039	- 118
	-2 771     -3 031		-1.732     -1.905	- 033 100		059	-4.070	173 269	-2.338     -2.511	267	-1.212	235   294
	-2.944		-1.819	067		118		269	-2.598	367	-1.299	294
5			-6.409		-3.204		-7.967	-1.135	-5.196		-2.685	
i 6 i	-8.400   -	-1.231	-4.936	-1.267	-2.511	-1.118	-6.235 F	750	-4.070	933		
171	-6.666	- 646	-4.070	933	-2.078		-5.369		-3.637	767		
	-6 235		-3.637		-1.819	647	-5.369	558		700		588
	-5.456 1		-3 291		1 -1.645		-5.196		-3.377		-1.645	529
			-3.204		-1.645		-5.196		-3.377	667		529
			-3 291		-1.645		-5.283		-3.377		-1.645	529
			-3 377 1		-1 645		-5.629		-3.551		-1.732	588
			-3:031 1		-1.472		-4.936		-3.291		-1.645	
			-£ 771 j		-1.386		-4.330		-E.771		-1.472   -1.472	412
			-2 598 1		-1.299				-2.771		-1.472	412
			-2.598 1		-1.299		-4.244		-2.771   -2.771		-1.472	- 412
			-£.596		-1.299		-4.244		-2.771	433		412
		- 286 1			-1.299 [	294	-4.244   -4.244		-2.771	433		412
			-2 598 1		-1.299 [	- 294		269			-1.386	353
			-2.511	- 333 (	-1.299   -1.299		-3.637		-2.425	300		294
			-2 511 1			294		250	-2.511	333	-1.386	353
			-2.511 f		-1.299	- 294		250	-2.511	333	-1.386	353
			-2 511 1		-1.299	294	= 1111.	250	-2.511	333	-1.386	353
		- 268 1			-1.299	294		250	-2.511	333	-1.386	353
			-2 685		-1.299		-3.984	250	-2.511	333	-1.386	353
			-2.944	- 500			-4.070	269	-2.511	333	-1.366	353
			-3 464 1		-1 645	529		365	-2.771	433		471
			-3.637		-1.732	- 588	-5.023	481	-3.118		-1.732	See
		- 654	-3 551		-1.819	647	-5.802	654	-3.637 [		-2.078	- 824
			-3 637		-1 905 1	- 706		.115			-1.472	
				-1 100 F		- 824 1	-2.511 J		-2.598		-1.386	353
		1 038		-1.267 1	-2.165 I	- 882	-2.511		-2.685 ]		-1.386	353
		1 631 1			-2 425 1	-1.059			-2.771		-1.559	- 471 1
35		1 327 1		-1 533	-2 771	-1.294 1			-3.464 1		-1.905	
36	. 266	652 1	.693	900	- 606	176		654			-1.039	118
37	172	596	- 606 I	400	- 606 1		-3.464		-2.338		-1.039	- 118 [
38 i	-1.035	494	- 606	400 1	- 606 1		-3.204		-1.905	100		118 ]
	-1 039	404	- 606 1	400 1	- 606 1	.176	-3.204	077	-1 472	. 967	866	.000 [

## Appendix B Table 45 Heatured data and computed pressure distribution for b1/b2=0.37, g/b2=0.50,T1=250 k .

!	 		Ð - :	itape			!		Square -	Shape		
	26 8427	18/81	20 368	(m/a)	15.3479	(a/s)	26.8427	(8/8)	20.3885	(m/s)	15.347	(m/m)
•	Ps 1	Cp	P# C# M20	Cp	Ps cm.H20	Ср	Ps   Ca. H20	Ср	Ps cm.H20	Ср	Ps cs. #20	Ср
	-1.819 1 -2.252		-1 č1č				-2.252		-1.478 -1.645			
i 4	-2.25.2   -1.905	212	-1 47¢	. 233	606	.176	-2.858   -2.771	.619	-1.819 -1.819	067	-1.039 -1.039	118
1 6	-9.440     -8.747     -7.534	-1.308	-5 802   -5 369   -4 677	-1 433	-3 204 -2.771 -2.511	-1.294	-9.699     -7.794     -6.322	-1.096	-6.235   -4.850     -4.157	-1.233	-3.464 -2.685 -2.338	-1.235
	-6.928   -6.235	- 964 750	-4 070 -3 637	- 933 - 767	-2.252 -1.905	941 706	-6.862   -5.456	712 577	-3.724 -3.464	800 700	-2.078 -1.905	
111	-5 543     -5 369     -4 936	- 558	-3 377   -3 264   -3.031	- 600	~1.819   ~1.732   ~1.645	588	-5.369     -5.196     -5.110	519	-3.291   -3.204   -3.118	600	1 -1.819   -1.819   -1.732	
13	-4.677   -4.503	404 365	-2 944 -2 771	500	-1.472 -1.472	412 412	-4.763   -4.417	346	-2.944 -2.771	433	-1.445 -1.472 -1.472	412
1 16	-4.244     -4.244     -4.244	366	-2.685   -2.685   -2.685	- 400	-1.386   -1.386   -1.386	~.353	-4.330   -4.330   -4.330	327	-2.685 -2.685 -2.685	400	-1.472 -1.472	
18	-4.244	269	-2 685 -2 598 -2 511	- 367	-1.386 -1.386 -1.299	353	-4.844   -4.876   -3.984	269	-2.685 -2.685 -2.511	400	1 -1.472 1 -1.472 1 -2.252	
	-2 252   -3.637   -4.070	- 173	-2.511   -2.425   -2.511	300	-1.299   -1.299   -1 299	294	-3.637 -4.070	173 269	-2.338 -2.511	267 333	-1.386 -1.386	353 353
	-4 070	- 219	-2.511 -2.511 -2.511	333	-1.299   -1.299   -1.299	294	-4.076   -4.076   -4.076	269	-2.511 -2.511 -2.598	333	1 -1.386 1 -1.386 1 -1.386	353  353   - 353
	-4 070     -4 070     -4.330	- 269	-2 598	- 367 - 433	-1.366 -1.472	353 412	-4.070   -4.070	269 269	-2.598 -2.598	367 367	-1.386   -1.386	353 353 412
29	-5 365	558	-3.204	- 700	1 -1.732 1 -1.905 1 -2.078	706	-4.503     -4.936     -5.369	462	-2.858 -3.204 -3.637	600	1 -1.472 1 -1.645 1 -1.905	529
31	-6 06E	~.712 846	-3.637 -4.070	- 767 - 933	-2.252 -2.338	941 -1.000	-4.503 -4.936	-,365 -,462	-2.858 -3.031 -3.464	533	1 -1.559 1 -1.472 1 -1.645	471  412  529
	-7 101   -8 227   -8 533	-1.192	-4 93E   -5 369   -5 80E	-1 433 -1 600	-2.771   -3.116   -3.204	-1.529 -1.588	-5.369	558 -1.423	-4.070 -5.802	933 -1.600	-2.338	-1.000 -1.588
36	260 ( -1.47¢ (	692 3v8	1 - 173 1 - 60ê	567	-3.204 -3.204 1-3.204	-1.588   -1.588	-2.252	. 115	-1.472   -1.645   -1.472	. 000	953	
36	-1.47ē   -1.47ē		-1.035  775		1 -3.204 1 -3.204	1 -1.588	1 -1.472		-1.039			

Appends: 6 Table 49 Measured data and computed pressure distribution for bi/b2=0.25, g/b2=0.50.Ti=290 K

			D - :				1		Square -	Shape		
	26.842	? (a/d)	20.368		15.3479	) (m/s)	26.8427	(m/s)	20.3885	(m/s)	15.347	(m/s)
	FE CO. H20	Ср	Ps cs H20	Cp	Ps   Cs.H20	Ср	Ps ca.H20	Ср	Ps	Ср	Ps cm.H20	Съ
								.404	866	.300	606	. 176
	1 -1 039	404			520		-1.039		-1.439	.233		
2	1 -1.295	. 346			520		-1.645		-1.126	.200		
3	606	.500			1520				-1.039	.233		
4	173 1						-1.472	-1.385		-1.600		-1.58
5	-7 967 1			-1.433		-1.176			-5.629	-1.533		-1.52
6	-7 967 1	-1 135	-5 369		j -2.598	-1.176			-5.110	-1.333		-1.35
7	-7.534 /	-1 036	-5.023	-1.300		-1 059			-4.763	-1.200		-1.23
8	-7.53- 1		-5 023			-1.000	-7.448		-4.157		-2.338	-1.00
9	-7.101	- 542	-4 763	-1.200	-2.165	882			-3.897		-2.165	88
٥	-6 668	846	-4 330	-1 033	-1.905	706					-1.992	
i	-5.802 1	- 654	-3.897	- 867	1 -1.732	588			-3.551	- 400	-1.905	70
ė			-3.551	- 733	-1.645	529	-5.023		-3.204	- 547	-1.819	- 64
	-4.936		-3.291		-1.559	471	-4.763		-3.116	501	-1.732	58
	-4.763		-3 204		-1.472	412	-4.596		-3.031		-1.732	
5			-3 031		-1 386	353	-4.417		-2.858			
	-4.417		-3 031		-1.386	353	-4.417		-2.858		-1.645	
6			-3 031		-1.366		-4.330		-2 858	467	-1.645	
			-2 944		-1 386		-4.157	288	-2.771	433	-1.645	
8			-2 771		-1.386		-4.870	269	-2.685		-1.559	
9				- 400	-1.212		-3.897	231	-2.598		1 -1.472	
0			-2.685		-1 126		-3.637	1 173	-2.425		1 -1.472	
1	-3 551 1	* 1E4			-1.212			250	-2.598		-1.559	
	-3 857 1		-2 685				-4.070	269	-2.596		-1.559	
3	-3.897		-5 (85		-1.212			269	-2.685	400		
4			-2 685		-1.212		-4.076		-2.685	400	1 -1.559	
5	-3 984 1		-2.771		-1.218				-2.685	400		
6	-4 070 1		-2 771		-1.212		-4.157		-2.771	433		
7			-5 644 1		-1.299				-3.031	533		
8	-4 590 1	- 385	-3 116		-1.386		-5.023		-3.377	667	1 -1.905	
9	-5 110 1	- 500	-3.464		-1.472				-3.464	700	-1.992	
0		~ 558	-3 551		-1.472				-3.637	767	1 -2.165	
11	-5 543 :	- 556	-3:597		-1 645		-5.369		-4.244	-1.000	-2.338	1 -1.00
12		- 846	-4 503	-1.100	-1.905	706	-6.235		-4.763	-1.200	-2.685	1 -1.23
13	-6 666	- 846	676	-1 267	-2.338	-1 000	-6.958	-1.212		-1.600	-3.204	-1.56
14	-7 967		F 7/6 1	-1 437	-2 511	-1 118	-0.317	-1.404		-1.767	-3.637	1 -1 88
15	-7 56?	-1 135	-5 369	-1.433	-2 511	-1.118	-7.100				- 606	1 17
16	- 173	556	173	.567	- 173			.423				
						.412	-1.472	.308			- 606	
37						.412	-1.472	308				
38							-1.039	.404	866		,	

	<del></del>											
:	 		٠ - 0	Shape			Į.		\$quare .	- Shape		
İ	26 6427	(m/s)	20 388	5 (m/s)	15 347	(m/s)	26.842	7 (m/s)	20.388	5 (9/8)	1 15 347	9 (m/s)
•	Pa     Cm H20	Cp.	Ps.	Cp	Ps	Cp	Ps	Ср	Pa	i Cp	Po	l Cp
	j j		1			; 	] CB.H20		Cm. H20	 	Ca.H20	1
1 1	1 -5 602   1 -5 369		1 -3 637		-2.674		-6.928	984	-4.417	-1.067	-2.425	-1.059
	1 -5 543		1 -3.637		-2.678		1 -6.668 1	846	-4.417	-1.067	-2.425	1 -1.059
	-5.802		,		-2.165		1 -6.928	904		-1.867	-2.425	1 -1.459
	-5.110		-3.637     -3.264		-2.165		1 -7.015 j		-4.417			-1 059
	-4.763		-2.944		-1 819		7.015	923			-2.425	-1.459
	-4.677	- 404			-1 645		7.015	923			-2.425	-1.059
	-4 677		-2 771		-1.472		1 -6.928 1	904			1 -2.425	-1.059
	-4 650		-2 858		-1.472		-6.926	964			-2.425	1 -1.059
	-5.263		-3 031		-1.645		-6.668	846	-4.076			1 -1.000
	-5 862		-3 291	,	-1.732		-6.322	769				-1.000
	-7 101		-3 657		-1 905		-5.543	673			2.165	882
	-6 666		-3 637		-1.819		-5.023	596			-1.992	
	-4.763		-2 771	- 437	-1.472	419	-4.850	442	-3.551		-1.819	
	-4 070		-2 511		-1.299 4		-4.503 i	365			-1.732	
	-4 070		-2.511	,,	-1.299		-4.330 i		-2.171 -2.685		-1.559	
	-4.070		-2 511		-1.295		-4.870		-2.885   -2.511		-1.559	
	-4.070		-2 511		-1 299		-3.984		-2.338		-1.472	
	-4.076		-2 511		-1.299	294		212			-1.386	
	-3.984		-2.425	,	-1.212			173			-1.386	353   353
	-3 637 :		-2 336		-1 212 1				-2.165		-1.386	353
1 22 1	-3 697	- 231	-2 336		-1.212 1				-2.252		-1.386	
1 23 1	-3.857		-2 338		-1.212	235	-3.897		-4.070		-1.472	
1 24 i	-3.857		-2 336		-1 212 1		-3.984		-4.070		-1.472	
1 25	-3 857		-2 336		-1.212		-4.070	269		-1.000		
	-3 897		-2.425		-1.212		-4.244	308		-1.033	-1.559	
1 27 1	-3 964 1	- 250	-2 59E j		-1.299		-4.330	327			-1.645	
1 88	-4 503 1	365	-3.031	- 533 (	-1.472		-4.590	385			-1 732	
1 29	-5.369 1	558	-3 377 i		-1.559		-4.936	462	-4.763	-1.200		
1 30 1	-6.235	750	-3.897		-1.732		-5.802		-5.283	-1.400		
1 31 1	-4.070	269	-2 771 1		-1.212		-5.976		-5.456		-2.165	
1 35 1	-4.070	- 269	-2 425 1	300 j	-1.039	118	-6.495	808	-5.543	-1.500	-2.165	
1 33 1	-3.984	250	-2.425	- 300 1	-1.039 [	118 j	-6.582	827	-5.629	-1.533	-2.338	-1.000
	-3.204 ;		-2.511		-1 039 [	118 ]	-7.101	942 j	-6.062	-1.760	-2.511	-1 118
	-3.204		-2 E11 j		-1 212.	235	-7.101	942	-6.062	-1.700	-2.511	-1.118
	-5.802 (		-4.070		-1.905	706 1	-7.101 j	942	-6.062	-1.700	-2.511	-1.118
	-5.625		-3.637		-1.905	706	-6.928	904	-6.062			-1.118
	-4.936 !		-3 637	- 767	-1.905	706 1	-6.928	904	-6.062	-1.700	-2.511	-1.118
1 39 1	-3.637	- 173 1	-2 771 1	- 433	-1.905 1	706 ]	-6.928	904	-6.062	-1.700	-2.511	-1.118 ]

Appendix B. Table 51 Measured data and computed pressure distribution for b1/b2=0.75, g/b2=0.25, T1=290 K .

1	1		D - 1	Snape			·		Square	- Shape		
!	26.842	; (m/s)	26 3585	(a/s)	15 347	9 (9/8)	26.842	7 (8/8)	20.388	5 (m/s)	15.347	9 (m/s)
	Ps ca.H20	Cp	Ps ca H20	СÞ	Ps cm.H20	i Cp	Ps cm.H20	i Cp	Ps cs.H20	i Cp	Ps ca.H20	Ср
	-2.511		- 4 338		-1.299		-5.196	519		690		
	1 -4.417		1 -2.511		-1.386		-5.862		-3.637		1 -1.992	
	1 -5.369		1 -2.944		-1.472		-6.668				-2.338	
	1 -4.503		-3 031     -5 602		-1.559		-7.101	942				-1.000
	-7.446		-3.637		-2.771	-1.294	-6.235	750			-2.165	882
	-5.802		-3 204 1		-1.732		-5.802	654		600		
	1 -5.369		-3 116		-1.645	529	-5.110		-3.118	567		
	-5.369		-3 116		-1.645		-5.023	481	-2.944			
	-5.716		-3 291		-1.645				-2.944		-1.732	
	-5 976		-3 637		-1.819				-3.118		-1.732	
	-7.881				-2.165		-5.976	692	-3.464	700	-1.905	706
	-7.534 /		-3 984 1	- 900 1	-1.905	706	-5.369	558	-3.118	567	-1.732	588
14	-5.369	- 558	-2.656 1	- 467 1	-1.472	412	-4.330	327	-2.425	300	-1.472	412
15	-4.936	462	-2 685 ]	- 400 j	-1.386	353	-4.070	269	-2.338		-1.386	353
16	-4.677	- 404	-2 685 1	400 1	-1.386	353	-4.070		-2.338		-1.386	
17	-4.590	3es (	-E 685 1	400	-1.386	353			-2.338		-1.386	
18	-4.503		-2 685 1	400	-1.386	353	-4.070		-2.338		-1.386	353
	-4.417 1		-5 685 1	- 400 1		353	-4.070		-2.338		-1.386	353
	-4 244 1		-2.596 1	367		353	-3.984		-2.252		-1.386	353
	-3 98+ 1		-2 33E 1	267		353	-3.637		-2.252		-1.299	
	-4.070		-2.425 1		-1.299		-3.984 [		-2.338		-1.299	
53			-2.425 [		-1.299	294 1			-2.334		-1.299	254
	-4.070 ;		-6 425 1		-1.299	294			-2.338   -2.338		-1.386   -1.386	
	-4.070 !		-5 425 1		-1.386	353	-4.070 I		-2.338		-1.386	
	-4.070		-5.425 [	- 300		353   353		269			-1.386	
	-4.157   -4.503		-2.425 1 -2.596 1	300	-1.386 [	412			-2.598		-1.472	
	-4.850		-2 856 1		-1.732	588		365			-1.559	
	-5.543		-3 204 1	- 600 1		- 412			-2.338		-1.732	
	-4.076		-2 771		-1.472	412			-2.771		-1.559	
	-4.244		-2 944		-1.472	412			-2.771		-1.645	529
	-4.503	- 365			-1.559	471			-2.511	333	-1.559	471
	-4.936		-3 £04 F	- 600 1			-4.503	365	-2.771	433	-1.645 1	529
	-6.409		-3.637	- 767		882		500	-3.204 1		-1.819	
	-4.070	- 269		- 300 1		254		846	-4.330		-2.338	
	-4.070		-2.425	- 300 1		294	-6.668	846	-4.330		-2.338	
	-4 070		-é 425 j	- 300	-1.299	294	-5.629		-3.377		-1.905	
	-3 20-	- 077 1	-1 905 1	- 100 1	-1.299 1	294	-4.503	365	-2.771	433	-1.472	412

Appendix B Table SC Measured data and computed pressure distribution for b1/b2=0.625, g/b2=0.25, T1=290 K

i				hape		Square - Shape							
1	26 8427 (m/s)		20 386	(a/a)	1 15 3479 (n/s)   26.8427 (n/s)   29.3885 (n/s		S (m/s)	[ 15 3479 (a/s)					
•	Fs     ca H20	Cp	Pa cs. 420	( <b>(</b> p	Ps cn.H20	Cp	Ps cm.H2D	Cp	Ps	Ср	Ps ca. H20	Ср	
10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 775     -3 204       -3 204       -3 204       -173       -8 833   -7 175     -8 666       -5 666       -5 666       -5 666       -5 666       -5 666       -5 666         -5 666           -5 666	462 - 077 - 077 5 5 6 1 327 1 344 1 138 - 654 - 615 - 731 - 454 - 346 -	779 -2 165 -2 165 606 -5 369 -5 456 -5 283	- 200 - 200 - 400 - 400 - 1 433 - 1 467 - 1 400 - 200 - 733 - 733 - 767 - 467 - 467 - 467 - 400 - 400 - 267 - 333 - 333	606 -1.186 -1.212 606 -3.031 -3.031 -2.858	. 176   -176   -176   -235   176   -1.471   -1.471   -1.353   -1.176   -824   -706   -824   -706   -824   -412   -412   -412   -412   -412   -412   -353   -353	-4.590   -4.590   -5.369   -5.110   -5.369   -0.141   -6.668   -6.668   -6.668   -5.629   -5.629   -5.629   -5.629   -6.677   -4.503   -		-2.338 -2.771 -3.244 -3.377 -4.936 -4.244 -3.897 -3.377 -3.377 -3.377 -3.377 -3.444 -3.437 -3.451 -2.771 -2.685 -2.685 -2.685 -2.685 -2.485 -2.485 -2.485		ca. H20  -1. 472 -1. 472 -1. 472 -1. 489 -2. 145 -1. 995 -1. 995 -1. 995 -1. 995 -1. 995 -1. 995 -1. 559 -1. 559 -1. 559 -1. 559 -1. 386 -1. 472 -1. 386	- 412 - 412 - 529 - 647 - 1000 - 862 - 745 - 706 - 706 - 706 - 706 - 707 - 471 - 471	
25   26   27   28   29   30   31   32   33   34   35   36   37	-4 070   -4 070   -4 070   -4 117   -4 167   -5 365   -5 456   -5 543   -5 625   -5 976   -8 314   -8 3204	- 269   - 269   - 269   - 346   - 346   - 558   - 557   - 6152   - 6152   - 6152   - 677   - 6	-2 598 -2 598 -2 685 -2 771 -3 377 -3 116 -3 291 -3 291 -3 897 -5 110 -2 165	- 367 - 367 - 400 - 433 - 500 - 667 - 600 - 633 - 867 - 1 333 - 200 - 200	-1 386   -1 386   -1 386   -1 472   353 353 353 412 412 412 412 412 706 -1.294 118 118	-4.244	442 596 596 615 635 635 692 558 500	-2.598 -2.596 -2.771 -2.858 -3.204 -3.118	367 367 367 433 467 567 533 567 600 767 600 767 600	-1.472   -1.472   -1.472   -1.472   -1.559   -1.645   -1.905   -1.386   -1.386   -1.386   -1.386   -1.386   -1.732   -1.732   -1.472   -1.732	- 412 - 412 - 412 - 471 - 529 - 706 - 412 - 353 - 647 - 882 - 706 - 588		

Appendix B Table 53 Heasured data and computed pressure distribution for bi/b2=0.50, g/b2=0.25, Ti=290 k .

- 1	!		ŭ - s	inape		Square - Shape							
	26 842 (m/s)		20 3889	(m/s)	15.3479 (m/s)		26.8427 (m/s)		[ 20.3885 (m/s)		15.3479 (m/s)		
٠	Ps (	Ср	Ps	Ср	Ps cm.H20	Ср	Ps ca.H20	Ср	Ps ca.H20	Cp	Ps cm.H20	i Cp	
	- 346	.558	- 433	.467	433	294	-2.338	.115	-1.472	.067	866	.000	
1 (	-1.905		1 -1 386				-2.685		-1.645	.000			
3 1			606	.400			-2.858		-1.819		-1.039		
4 1		961					-3.204		-1.992		-1.126	176	
5 1		-1 096	-4.850	-1 233		-1.176		-1.519			-3.464	-1.765	
6 1					-2.685	-1.235		-1.231			-2.771	-1.294	
7 1			-5 196 I					846		-1.033	-2.425	-1.059	
	-8 667		-5.369		-2.685		-6.495	- 808			-2.252		
9 1			936		-2.598			673			-1.992		
	-6.668		-4.503		-2.338		-5.456	577			-1.905		
			-3.697		-1.992		-5.283		-3.204				
			-3 464		-1.819		-4.936		-3.031		-1.732		
	-5.369 1		-3 204 1		-1 905		-4.590	385			-1.645		
	-4.936 I		-3 031		-1.559		-4.503		-2.771		-1.559		
	-4 590 1	- 385	-3 031 1 -2 652 1		-1.472		-4.330		-2.685		-1.559		
	-4 417 1	- 346			-1.472		-4.330		-2.771	433	-1.559	471	
	-4.330	- 327	-2 771 1		-1 472		-4.330		-2.771		-1.559		
	-4 544 1	- 306 1	-2.771		-1.472		-4.330		-2.685		-1.559		
	-4-157	- 288	-2 771 1 -2 771 1		-1.386		-4.244	308		400	-1.472	412	
	-4 076 ;	- 269			-1.299		-4.070	269		333	-1.386	35	
	-3 98- :	- 5-0 1	-2 598 1		-1.299		-3.897		-2.425	300	-1.299	294	
	-3 637 (	- 173 [	-2 511		-1.299	294	-4.070		-2.511	333	-1.472	- 41	
	-3 697 1	- 1831 1	-ē.£11		-1.299		-4.070		-2.511	333	-1.472	412	
	-3 897 :	- 231 [	-2.596		-1.299	294			-2.598	367	-1.472	412	
	-3 98- 1		-2.598 (		-1.386		-4.070		-2.598	367	-1.472	-,418	
	-3.96-	- 550 1	-2 685 1		-1.386	353	-4.070		-2.598	367	-1.478	412	
	-3.984		-2.685 1		-1.386	353	-4.157		-2.598	367	-1.472	418	
	-4.07C	- 269 1	-2.771				-4.244		-2.771	433	-1.472	412	
8 1	-4 Su3 1		-3 031 1		-1.472	471			-2.944		-1.645	529	
9 1		- 4-2	,			529			-3.204 1		-1.819	- 647	
0 1	-5 110 1	,	-3.291 1	- 633 [		- 529 1			-3.204		-1.732	588	
	-5 19¢ 1		-3.377 1		-1.645		-5.369		-3.464		-1.819		
	-6.235 1	750	-4.070	933		824			-3.551		-1.819	- 647	
13	~6.409		-4.503		-2 078 !	-1.118	-6.668		-4.330	-1.033		-1 118	
	-7.534 I		-5 369 1	-1.433		-1.294	-8.400	-1.231	-5.369	-1.433	-3.031	-1.471	
1 2	-7 967 1		-5.629 1	-1 533 [		176			-2.165		-1.039	- 118	
16 j	-1 -905 1		-1.039 [	233 [		118	-3.031		-1.905		-1.039	118	
17	-2 336		-1 47E		693				-1.819				
18 i	-1 905	212 1	-1 299	133	606   520	. 176	-2.338		-1.472		779	. 059	

Appendix B Table 24 Measured data and computed pressure distribution for b1/b2=0 37, g/b2=0.25, Ti=290 K

			L - S	hape		\$quare - \$hape							
i	26 8427	(m/s)	20 3085	15 (m/s)   15 3479 (m/s)		26.8427 (9/8)		j 20.3885 (m/s)		] 15.3479 (m/s)			
•	CA HEG ]	Cp	PE   cm.H20	Cp	Ps Cm.H2O	Cp	Ps cm.H20	Cp.	Ps	i Cp	Ps ca.H20	Ср	
1	.260	. 692					-1.039		779	.333	606	.176	
1 8 1		442					1 -1.472		866	.300	506	. 176	
1 3 1		750		. 667			1 -1.645		-1.039	. 233			
1 5 1		- 846		.967			1 -1.645	.269	-1.039	.233		.176	
1 2			1 -3 (24 )		-2.078   -2.165		-8.400	-1.231		1 -1.333		-1.294	
	-6 842		-3 564 (		-2.165     -2.165		-8.400	-1.231	-5.110			-1.235	
1 4			1 -4 157 (		-2.252		-8.141	-1.173			1 -2.598	-1.176	
			-4.330			-1.000		-1.135	-4.763	1 -1.200		-1.118   -1.000	
1 16	,		-4 676		-2.338	-1.000					-2.165	882	
1 11 1			-4 076		-2 252		-5.802	654			-1.992	765	
i iż i		- 758	-3 897		-2.165		-5.369		-3.377		-1.819		
1 13 1		- 673	-3 637		-1.992		-5.196		-3.118		-1.645	529	
1 14 1	-5.625	- 615	-3.464		-1.905		-5.023		-3.118		-1.645	529	
	-5.196 1	- 519	-3.204		-1.732		-4.850				-1.559	- 471	
1 16 1	-4 936 1	- 462	i -3.116 i	567	-1.645		-4.850		-3.031		-1.559	471	
1 17 1	-4 763	- 423	-2.858	467	-1.559		-4.677				-1.472		
1 18	-4.503	365	-2.771	- 433	1 -1.472		-4.417		-2.771		-1.472	412	
i 19 i	-4.244	306	-2 598	- 367	1 -1.386	~ 353	-4.244	308	-2.685	400	-1.386	- 353	
1 20 i	-4.070 1	269	-2.511	333	-1.299	294	-4.070		-2.511	333	-1.299	294	
1 21	-3.984 [	~ 250	-2.338	267	-1.299	- 294	-3.697	231	-2.425	300	-1.299	294	
1 22 1	-4.844	- 3ú8	-2.511	333	-1.386	353	-4.244	308	-2.598	367	-1 386	-, 353	
i 23 i	-4.244	- 306	1 -2.598	367	-1.366	353	-4.244	308	-2.598	367	-1.386	353	
1 24	-4.330 1	- 327	1 -2 685 1	400	1 -1.386	353	-4.330	327	-2.685	400	-1 366	353	
1 25	-4.503	- 365	-2 771		1 -1.386		-4.330	~.327	-2.685		-1.386	353	
1 26	-4.590 1		1 -2.771		1 -1.472		1 -4.417	346	-2.771	433	1 -1.386	353	
1 27			1 -5.658		1 -1.472		1 -4.503		-2.858		1 -1.386	353	
	-5 196 1		] -3.204 ]		1 -1.732		4.763		-2.944		-1.559	471	
	-5.629 1		] -3.464		1 -1.905		1 -5.283		-3.204		1 -1.732	588	
	-6.235		1 -3 724		1 -1.905		-5.369		-3.377	667		647	
	-6 928 1	904	1 -4.070				-5.889			1933		765	
1 32							7.534		-4.503	1 -1.100		941	
1 33 1		-1 135			1 -2.511					1 -1.267		-1.000	
1 34 1			1 -5.369		-2.771					1 -1.433		-1.294	
35	. •	-1 173	,		1 -2.771			1 -1.173	-5.369	1 -1.433		-1.294	
1 36		500			1346		1 -1.645		-1.039	.233			
	-1.386	327					1 -1.645						
38		346					1 -1.645		-1.039				
1 39	866	442	606	400	1260	.412	1 -1.386	.327	866	.300	606	. 1/6	

Appendix & Table 55 Measured data and computed pressure distribution for bi/b2=0.25 , g/b2=0.25, T1=290 K.

8   Px   CD   Ps   Cd   Cd   H20   Cd		D - Shape						] . Square - Shape							
cn. H20		26 8427 /#/#1		20 3885 (m/s)		15.3479 (m/s)		22.9465 (m/s)		20.3885 (m/s)		[ 15.3479 (m/s)			
1			Cp		Ср	Cm.H20							Cp		
- 0.07		260	692	. 087	.667			087.	.474	-, 173	.567				
1							.471	433	.368	433					
1   29.0							.765	173	.447	346					
5							.765	. 693	.711	.260					
6							- 882	-6.409	-1.447						
7	2					-2.252	941	-6.495							
	÷			,		-2.252	941	-6.668							
							941								
-7 (15   -923   -3.984   -900   -2.338   -1.000   -7.015   -1.632   -4.244   -1.000   -2.252   -1.000   -6.669   -8.46   -3.984   -900   -2.338   -1.000   -6.582   -1.500   -4.244   -1.000   -2.252   -1.000   -6.669   -8.46   -3.987   -8.67   -2.338   -1.000   -6.495   -1.507   -4.244   -1.000   -2.252   -3.000   -2.252   -3.000   -2.252   -3.000   -2.252   -3.000   -2.252   -3.000   -2.252   -3.000   -2.252   -3.000   -2.252   -3.000   -3.384   -3.000   -2.252   -3.000   -2.278   -3.284   -3.000   -2.278   -3.284   -3.000   -2.278   -3.284   -3.000   -2.278   -3.284   -3.000   -2.278   -3.244   -3.000   -2.278   -3.244   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.204   -3.000   -1.732   -3.000   -3.031   -3.331   -3.204   -3.000   -1.732   -3.000   -3.031   -3.331   -3.204   -3.000   -1.732   -3.000   -3.031   -3.331   -3.331   -3.204   -3.000   -1.732   -3.000   -3.031   -3.331   -3.331   -3.331   -3.331   -3.331   -3.331   -3.204   -3.000   -3.031   -3.331   -	•				867	-2.252	941	-7.015							
-6.669	•							-7.015							
	-					-2.338	-1.000	-6.582 (							
						-2.338	-1.000								
4							941	-6.235							
5		,					~.882								
-5   -5   -5   -5   -7   -1   -5   -1   -9   -1   -7   -7   -5   -5   -1   -7   -7   -7   -7   -7   -7   -7								-5.802							
7							706	-5.629							
8						-1.819	647	-5.110							
9								-4,936							
-4 24a   -308   -2.511   -333   -1.472  412   -4.417  442   -2.771  433   -1.472   -4.477   -4.477  442   -2.771   -4.33   -1.472   -4.477   -4.477  442   -2.4771   -4.33   -1.472   -4.477   -4.477   -2.4771   -4.477   -	•						471	-4.503							
-4 070   -269   -2.425  300   -1.472  412   -4.157   -7.63   -2.685   -400   -1.472   -4.503   -7.63   -2.685   -4.00   -1.472   -4.503   -7.63   -2.685   -4.00   -1.559   -4.503   -1.655   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.503   -1.559   -4.500   -3.631   -5.333   -1.559   -4.500   -3.631   -5.333   -1.559   -4.500   -3.503   -3.533   -1.559   -4.500   -3.503   -3.533   -1.559   -4.500   -3.503   -3.533   -1.559   -4.500   -3.503   -3.533   -1.559   -4.500   -3.503   -3.533   -1.559   -4.500   -3.503   -3.533   -1.559   -4.500   -3.503   -3.533   -1.559   -3.535   -3.						-1.472	412	-4.417							
2		,	- 340	-5 495				-4.157	763						
3								-4.503							
-4   5   0   -3   0   -2   71   -433   -1   645   -529   -4   936   -1   600   -3   631   -533   -1   645   -525   -4   936   -1   600   -3   631   -533   -1   645   -525   -4   500   -3   631   -533   -1   645   -525   -4   500   -3   631   -533   -1   645   -525   -4   677   -4   6								-4.936							
1.4.590   -3.95   -2.944   -500   -1.645   -529   -4.936   -1.000   -3.031   -3.53   -1.33							~.529	-4.936					The state		
5   -4 677   - 404   -3 204   -600   -1,732   -588   -4,936   -1,800   -3,204   -600   -1,732   -677   -4850   -442   -3 464   -700   -1 819   -647   -5.023   -1,826   -3,291   -633   -1,732   -767   -1,819   -767   -1,819   -768   -3,291   -7,20								-4.936					-		
7   -4 e50   -442   -3 464   -700   -1 e19  647   -5.023   -1.026   -3.297   -3.037   -1.027   -767   -1.019   -767							- 588								
8   -5   369   -558   -3   724   -800   -1   992   -765   -5   369   -1   132   -3   637   -767   -1   135   -3   637   -767   -1   637   -767   -1   637   -767   -1   637   -767   -2   165   -882   -5   802   -1   863   -3   811   -833   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -3   -1   905   -1   -1   905   -1							647		-1.026	-3.291					
9   -5.802  654   -4.157  967   -2.165  682   -5.802   -1.863   -3.811  633   -2.165   -3.811  633   -2.165   -3.811   -3.8						-1.992	765	-5.369	-1.132	-3.637					
7   -6   662   -266   -4   230   -1   033   -2   238   -1   000   -6   668   -1   526   -4   -4   233   -1   103   -2   525   -1   103   -2   525   -1   103   -2   525   -1   103   -2   525   -1   103   -3   -1   103   -2   525   -1   103   -3   -1   103   -3   -1   103   -3   -1   103   -3   -1   103   -3   -3   -1   103   -3   -3   -1   103   -3   -3   -1   103   -3   -3   -1   103   -3   -3   -3   -1   103   -3   -3   -3   -3   -3   -3   -3						-2 165	862	-5.802	-1.263	-3.811					
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							-1.000	-6.668	-1.526	-4.330					
2								-6.842	-1.579						
2   7   534   -1   038   -5   196   -1   367   -2   338   -1   000   -7   361   -1   737   -4   936   -1   267   72   238   -1   367   -7   361   -1   737   -4   936   -1   267   -2   338   -1   367   -7   367   -1   135   -5   456   -1   467   -2   338   -1   000   -7   361   -1   737   -4   936   -1   267   -2   338   -1   367   -7   367   -1   135   -5   369   -1   467   -2   -2   338   -1   367   -1   367   -1   367   -1   367   -1   367   -1   367   -1   367   -1   367   -1   367   -1   367   -1   378   -1   367   -1   378   -1   367   -1   378   -1   367   -1   378   -1   367   -1   378   -1   367   -1   378   -1   367   -1   378   -1							-1.600	-7.361							
3   -7.534   -1.026   -1.267   -2.336   -1.000   -7.361   -1.737   -4.936   -1.267   -2.336   -1.67   -2.336   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.267   -1.237   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -1.267   -2.338   -1.267   -2.338   -1.000   -7.361   -1.737   -4.936   -1.267   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338   -2.338								-7.361	-1.737			-2.252			
6   7 967   -1 135   -5 369   -1 433   -2 338   -1 000   -7 361   -1 737   -4 936   -1 287   -2 338   -1 000   -7 361   -1 737   -4 936   -1 287   -2 338   -1 000   -7 361   -1 73					~1 467		-1 000	-7.361			-1.267	-2.338			
5   66   692   266   733   260   765   -173   447   -173   367   -173	4						-1 000	-7.361	-1.737	-4.936			.50		
7   -260   577   -173   567   -173   471   -520   342   -433   471   -520   342   -433   471   -520   342   -433   471   -520   342   -433   471   -520   342   -433   471   -520   -52	5							173							
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								520							

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